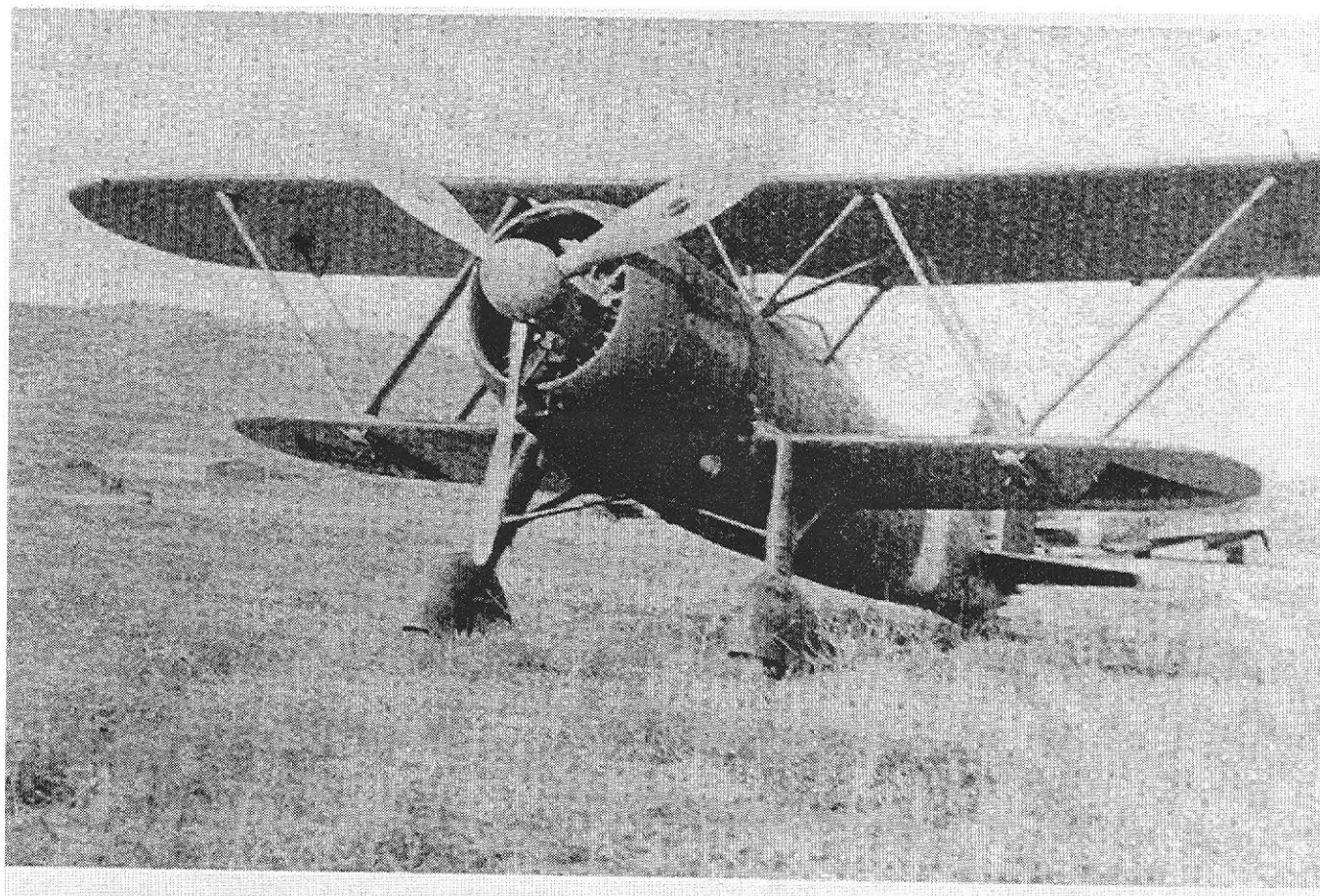


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July 2009

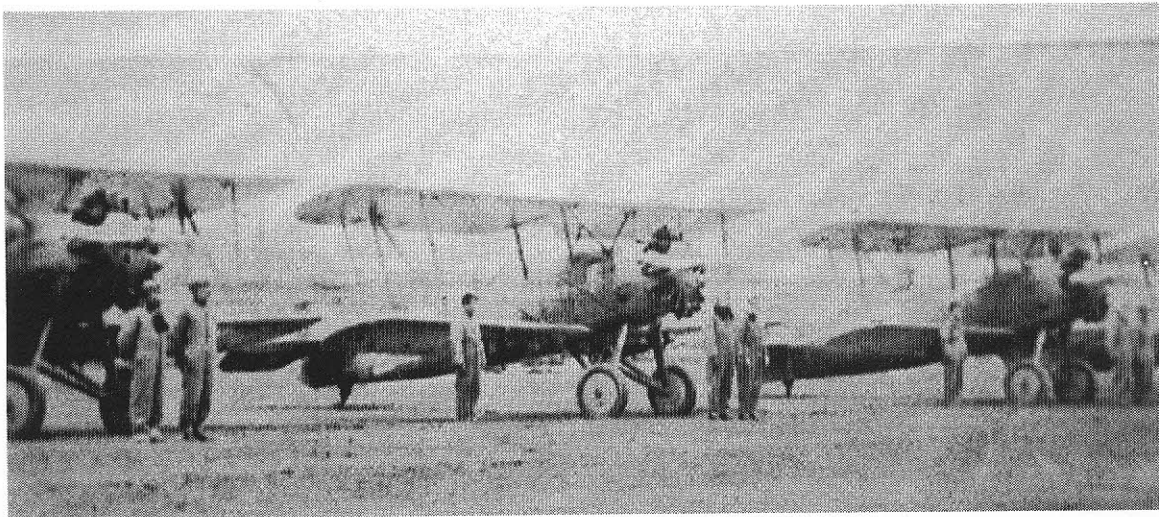
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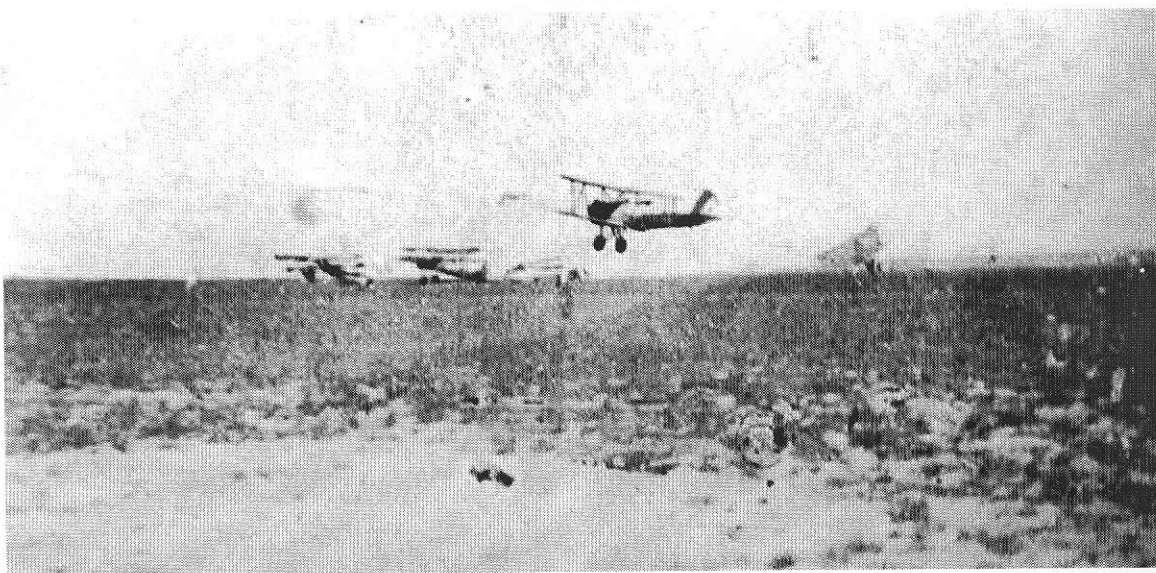
Douglas B-26B in Congolese Service
Italian Wings over Iraq 1937-1942
Paraguayan Air Force Aviocar
Brazilian Curtiss Fledging
First Air Combat in China
Hellenic Avro 504N/O

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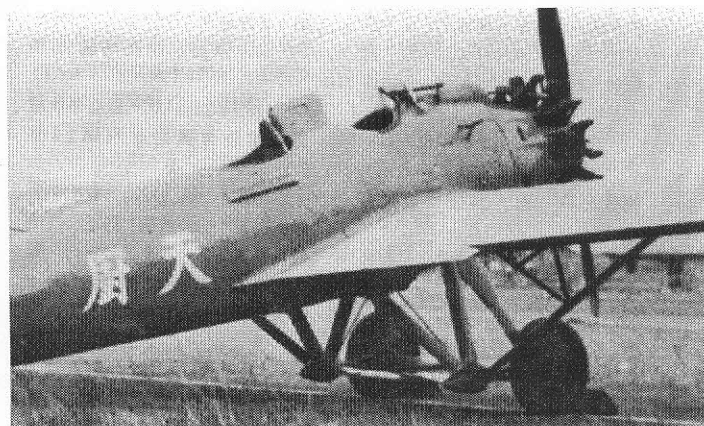
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See page 10 for the captions for these Chinese aircraft

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

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E-Mail: safo@redshift.com

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SALE SERVICE: To make room for more articles in each issue of SAFO, the 4- page list of items for sale will no longer be published in SAFO. Instead, an up-to-date list will be available through the Internet at no cost, or by snail mail for \$1.00 or equivalent. See masthead for addresses.

COVER PHOTO: A rare view of a CR.42 of *Squadriglia Speciale Iraq* at Rhodes during the transfer flight to the Middle East. The under-wing Iraqi insignia and the bomb racks can be seen. On the fuselage there is the Italian band, the triangular RIAF markings but no individual code. See the article on Italians in Iraq beginning on page 21.

SAFO EDITORIAL POLICY: The purpose of the Small Air Forces Clearinghouse (SAFCH) is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries.

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

1/09 (40 pages). "Munchendorf" 16 pages on Luftwaffe flight school including 15 side-view drawings (He 72, Bu 131, Bu 133, Be 50, Be 51, Kl 35D, Ar 66c, Ar 96, He 51, Ar 65F, Ar 76, Hs 123A, Ju 34hi, FW 58C, & Do 17Z-2). "Die Junkers K 16" 3 pages including 5 photos. "Die mysteriose Siebel im Attersee" 4 pages including 7 photos.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; French & Flemish. International Postal Money Order for \$30 for 4 issues.

#153 1/2009 (52 pages) "Bf 109 K4" 6 pages on building the 1/32-scale Hasegawa kit including 10 photos of the model. "Tornado" 4 pages on building the 1/72-scale Revell kit including 5 photos of the model and 8 photos of the real thing. "F-16A MLD" 2 pages on the 1/48-scale Kinetic kit including 2 photos of the Belgian F-16A. "Seversky P-35" 6 pages on building the 1/72-scale MPM kit including 5 photos of the completed model and 6 photos (4 in color) of Swedish J-9. Non-aviation articles include: "Aircraft Bearn" in 1/400 scale; "Austin 10 Light Utility 5cw" in 1/76-scale; and "Hillman 'Tilly'" Walk Around (68 photos).

CZECH REPUBLIC

REVI: Dvoumesicnik a letadlech a leticich. REVI Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redakce@revi.cz. Web site: www.revi.cz. Text in Czech and photo captions in Czech and English.

[Ed: Revi is very difficult to review. It's not that it not a good magazine. On the contrary, it a great magazine with lots of color photos and drawings with lengthy captions in English. However, it does have a non-conventional format; articles that go on for issues, photos and color drawings relating to the kit reviews. It's all difficult to unravel especially if you don't understand Czech. Therefore, I'm going to list only the color drawings and

scale plans and let them suggest the content.]

#59 (56 pages) "Brzitele radu Bukosho" includes 4 color profiles [Ki-32, Ki-45, & Ki-102 (2)]. "Letecka havarie byla jejich osud" includes 3 color profiles [Czech Spitfire DUoB, DUoC, & DU-S, the latter in Czech markings]. "Letklidne dal nebo se netrefim ..." includes 4 color profiles (P-47). "Starfighter v prvni Indo-pakistanske valce" includes 2 color profiles (F-104). "RA-5C Vigilante" 4-pages of 1/72-scale drawings. "Vako Victory" includes 4 color profiles [Bf 109, P-40, (2), & MC.205; all in RAF markings].

#60 (56 pages) "Brzitele radu Bukosho" includes 6 color profiles (Ki-43). "Nobvykle kody na Spitfirech" includes 3 color profiles. "McDonnell F-4C" 5 pages of 1/72 scale drawings and 8 color profiles [US (6), Iran, & Spain].

#61 (56 pages) "Jak bolsevik Ki-27 prisel" includes 3 color profiles of Ki-27 in Soviet markings. "Kentauri na italskem valecnem nebi II" includes 2 color profiles (G.55 in Italian and RAF markings). "Bf 110" 7 pages of 1/72-scale drawings. "Albatros D.III (Oef) 53.50" includes one color profile.

#62 (56 pages) "Dewoitine D.510C v Risi bileho slunce" includes 2 color profiles (Chinese) and one page of 1/72-scale drawings. "Jezerni pani" includes 2 color profiles (P-47). "F-4B Phantom II" 5 pages of 1/72-scale plans., 9 color profiles (US). "Kentauri na italskem valecnem nebi III" 2 color profiles (ANR G.55).

FRANCE

AIR MAGAZINE, TMA, 75 rue Claude Decaen, 75012 Paris, France. Six issues a year. 35 euros in France, 41 euros in Europe, and 50 euros for the rest of the world. Payment by Visa, Eurocard, Mastercard. E-mail: airmagazine@wanadoo.fr.

Nos. 41 and 42 not yet received.

No. 43 Aout/Septembre 2008 (62 pages) "North American NA-50" 6 pages and 13 photos of the NA-50 in Peru. "Les Focke-Wulf Fw 61" 15 pages including 35 photos and a full-page 1/72-scale drawing. "Le Loire-Nieuport 401/411" 19 pages including 34 photos and 16 color profile drawings. "Avia S-199 en Israël" 15 pages including 17 photos, 4

color profile drawings, & 2 color 4-view drawings. "Farman 223.4 'Jules Verne'" 3 pages on building the 1/72-scale Air Magazine/MPM kit including 14 photos. "Actualité Maquettes & Livres" 2 pages with reviews of 13 kits and 3 painting masks.

No. 44 Noverbre/Decembre 2008 (63 pages) "Vois de reconnaissance sur Mosquito" 6 pages including 11 photos and one color 4-view drawing. "Le Loire-Nieuport 401/411" 4 pages including 5 photos. "Le Focke-Achgelis FA 330" 13 pages including 36 photos, 3 color profile drawing, and a scale 2-view drawing. "Le Flugkaptain Hanna Reitsch" 12 pages including 48 photos, 3 color profile drawings [He 11H w/ Fi 103, Fi 103, & Fi-103 (2-seater!)]. "Le Nardi FN.305 en Roumanie" 7 pages including 12 photos, 3 color profile drawings, & a multi-view scale drawing. "Un équipage polonaise sur le Berry" 6 pages including 14 photos & one color profile drawing (Mosquito). "Yak-2" 3 pages on building the 1/72-scale Amodel kit including 19 photos. "Actualité Maquettes & Livres" 4 pages of reviews of 28 kits and 13 books.

No. 45 Feveier/Mars 209 (66 pages) "Douglas Dolphin" 31 pages, 80 photos, and 44 color profile drawings (8 civilian, 8 USCG, 2 USMC, 8 USN, 13 USA, 2 RAAF, & one Argentine). "Les biplanes d'entraîement Fleet" 12 pages including 41 photos and 12 color profile drawings [China, Guizhou, Venezuela, and Romania (8). "La promotion:Général Antonin Brocard" 2 pages including 4 photos. "La drigeable Vaugan-Gargiulo" 7 pages including 5 photos and numerous sketches. "Actualité Maquettes & Livres" 4 pages of reviews of 15 kits, 2 decals, & 18 books.

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).

#168 Mars/Avril 2009.(72 pages) "Douglas TBD-1 Devastator: Le sacrifice de Midway" 20 pages including 34 photos, color cover painting, 10 color profile drawings, and one color 2-view drawing. "Paul Richy: L'As de la campagne de France" 9 pages including 25 photos and 4 color profile drawings [Hurricane, Spitfire, & Typhoon (2)]. "Les de Havilland DH-88 Comet

Francais" 11 pages including 21 photos and 3 color 2-view drawings. "RAV et appui-feu en Algerie: L'EALA 1/71 1956-1957 (3^e et dernière partie)" 8 pages including 15 photos. "Le Polikarpov I-153 (Troisième partie)" 6 pages including 7 photos and 4 color profile drawings. "1914-1918: Adolphe du Bois d'Aische: le doyen des as français" 8 pages including 19 photos and 4 color profile drawings (Farman F.40, Sopwith 1A2 AR 1, & Letord 1). "Pionniers: Le Canard Bleriot" one page including 2 photos.

#169 Mai/Juin 2009 (72 pages) "Michel Madon l'As Dijonnais" 14 pages including 41 photos, a color 3-view (D.520), & 3 color profiles (Spitfire). "1937: Quand la Seine-Marne était au coeur de Guerre d'Espagne" 6 pages including 16 photos (I-153 & Potez 60). "Adrien Bernavon et la Morane-Saulnier 406 n° 640" 4 pages including 4 photos and one color profile. "Le Polikarpov I-153: l'invasion de l'URSS" 20 pages including 42 photos and 8 color profiles. "L'aviation militaire lituanienne 1918-1949 (1^{re} partie)" 7 pages including 20 photos. "TSF et Aviation: Le période héroïque 1910-1914" 7 pages on aerial telegraphy including 17 photos. "Maquette: La Heinkel He 177 A-5 de MPM au 1/48^e" 4 pages including 12 photos. "Info-loisirs" 4 pages of reviews (4 decals, 7 kits, & 22 books).

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienbaum 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#24 Februar 2009 (116 pages) "Wie der Kreml die DDR aufgab" 26 pages on Soviet Air Force in East Germany including 35 photos and 4 color profiles (Mi-8, Su-25, Tu-143 missile & transport, and Mi-24). "Eisenbahnkrieg 1929: Die Kampagne in Nordostchina" 22 pages on the Red Army's campaign in northeast China; it's first combat since the Civil War, including 35 photos, 3 maps, and 6 color profiles [R-1 on floats, skis, & wheels (4), floatplane tender(?), and Fokker D-XI (1)]. [Ed: the Polikarpov R-1 is a copy of the DH 9a. A nice kit of the R-1 is available from the SAFO Sales Service.] "100 Jahre vertikalflug" a 40-page exhaustive pictorial study of "vertical flight" from the beginning in 1907 to the present

including 108! photos and 5 color profiles (Cornus 1907, Fw 61, FI 265, Sikorsky R-4, & Ka-15). "Ginas über Afrika" 22 pages on Portugal's colonial wars in Angola, Mozambique, and Guinea-Bissau, including 29 photos, a map for each country, and 7 color profiles [F-86F, Fiat G-91 (5) & F-84G]. The G-91 is the 'Gina' of the title. A small-air-force extra are color drawings of the insignia of the FNLA (Frente Nacional da Libertação de Angola), FRELIMO (Frente da Libertação de Moçambique), MPLA (Movimento Popular de Libertação de Angola), and Guinea-Bissau.

IPMS Deutschland Journal. Website: ipmsdeutschland.de. Subscription: Europe 36 €; all others 40 €.

Jahrgang 42/1 (40 pages – all color) "Polikarpov I-16" a 4-page review of 9 I-16 kits covering Types 4 to 29 including small-scale drawings showing the differences between types. "Breguet Atlantic 61 + 17" 6 pages with 37 photos of interior and exterior details, and one photo of entire aircraft. Other articles include "85 Jahre Flugbetrieb im Harzen Berlins" 3 pages with 21 photos of contemporary airliners at Tempelhof. "Airliners" 2 pages with 12 photos of contemporary airliners. "Bombardier CRJ700 Frontier Jet Express" 2 pages including 9 photo. "Fokker E.II/E.III" 2 pages on building the MPM 1/48-scale kit including 4 photos of the completed model in Turkish markings. Kit reviews include: ICM 1/72-scale Heinkel He-72F-2; Hasegawa 1/72-scale Heinkel He 11H-8 "mit Ballabweiser"; and CMR 1/72-scale de Havilland DH9A..

ITALY

JP4 Mensile di Aeronautica e Spazio. Via XX Settembre, 60-50129 Firenze, Italy. Email: jp4@dueservice.com. Website: www.ediservice.it.

Marzo 2009 (100 pages) Color photo: Ecuador ERJ135BJ 'FAE-051, "Aviazione Navale Portoghese" 4 pages including 4 photos of Portuguese Super Lynx Mk.95. "Incidenti Militari" one page including 4 photos (Afghan Mi-17). "Recensioni" 2 pages with reviews of 7 books.

April 2009 Not yet received.

Maggio 2009 (100 pages) Color photos: UAE C-130H, Indian MiG-23BN, Dutch F-16, & Taiwan F-16) "Veterani & Musei" 2 pages including 7 photos

(Canadian F-86 & North Star; El Salvador F4U; Polish Albatros D.II, and Czech L-139C. "MB-339CM alla Malesia" 2 pages including 6 photos (MB-339, Hawk Mk.208, & Su-30MKM). "Il ritorno dei Thunder" one page including 4 photos (Italian F-84G & F-84F). "Jet Provost in Italia" one page including 4 photos), "Elicteri per summit NATO" 4 pages with 13 photos. "Incidente Militari" 1+ pages with 4 photos (Turkish AH-1, RAF Tucano, Ecuador Strikemaster, & Polish M28TD Bryza).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Luuk Boerman, Kerkstraat 2, 2471 AP Zwammerdam. E-mail: lucasb@normadblend.nl.

1/2009 (40 pages) "Toryu Dragon Slayer" 6 pages on building the 1/48-scale Hasegawa Kawasaki Ki-45 including 20 photos. "Revell 1'72 Avro Lancaster Mk.I/III" 3+ pages including 11 photos. "H-34 Choctaw in Israelische dienst" 4 pages on building the 1/48-scale Revell kit including 9 photos.

POLAND

LOTNICTWO (Krzysztof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

1/2009 (100 pages) Color photo: Singapore F-15SG. "Slovakia Mi-17M" 2 pages including 3 photos of an unbelievable camouflage scheme that looks like your TV picture with digital drop out. "Airshow China 2008" 9 pages including 23 photos. "Sily Powietrzne Rosji znówu sie reorganizują" 4 pages including 10 photos. "McDonnell F-4E Phantom" 15 pages including 26 photos. "29.Pulk Lotnictwa Myśliwskiego" 10 pages including 27 photos (mostly Migs). "Operation Carpetbagger" 10 pages including 27 photos and 3 color profile drawings (B-24). "Walerian Sosinski (1919-2008)" 45 pages including 8 photos.

2/2009 (100 pages) Color photo: South Korea KAI T-50. "Nowe samoloty myśliwskie z Rosji" 4 pages including 12 photos (Russian Su-30MKL Su-35, & MiG-35). "McDonnell F-4E Phantom II (Part 2)" 10 pages including 21 photos [Iran (8) & Israel (13)]. "80 lat PLL LOT" 14 pages on history of Polish airlines including fleet lists for 1922-39, 1929-39, 1945-61, 1961-92, & 1961-2009; and 20 photos (Fokker VIIb/3m,

Lockheed L-10A Electra, PWS-24, Douglas DC-2, Lockheed L-14H Super Electra, Li-2T, SE 161 Languedoc, UC-78 Bobcat, Il-14, Vickers Viscount, Convair CV-240, MD-12, An-24, Il-18, Tu-134, Tu-154, DC-8, Boeing 767, & EMB-170. "Lotnictwo Morskie Niemiec" 9 pages including 27 photos (Gannet, Sycamore, Piaggio P.149D, F-104G Starfighter, Tornado IDS, Breguet Atlantic, Dornier Do 228, P-3C Orion, Mi-14, Mi-8, Su-22M4, Sea Lynx, Sea King, & Do 28D) "Wojska Lotnicze I Obrony Powietrzej" 8 pages including 18 photos (Polish Lim-6bis, MiG-21, MiG-23, MiG-29, Su-7, Su-20, Su-22, PZL-130, I-22, Mi-2, W-3 Sokol, An-26, & Yak-40). "Flygvapenmuseum Linköping" 4 pages with 12 photos (Phoenix D.III, Gladiator, CR-42, P-35, Re.2000, J-22, J-21A, Vertol 44A, Saab B-17A, Ju 86, Saab A-32 Lansens, & Pembroke). "Operation Carpetbagger (Part 2)" 8 pages including 29 photos. "Gabby, Sabre'y i Aleja MiG-ow" 9 pages on Francis Gabreski flying F-86E Sabers over MiG Alley including 18 photos and 4 color profiles (F-86A & E)."

3/2009 (98 pages) Color photos: South Korea T-50 (2); Dominican Republic Super Tucano; Greek F-16; Jordanian F-16; Finnish Hawk; Czech L-159; & Hungarian Gripen. "McDonnell F-4E Phantom" (Part 3) 11 pages including a 5-view scale drawing, and 18 photos [Greece, Egypt, Japan (3), Spain, South Korea (2), Germany (2), & Turkey (2)]. "Aero India 2009" 10 pages including 21 photos [India *Tejas* LSP-2 & *Dhruv* ALH-WSE; Jordan F-16; and Ecuador *Dhruv*]. "Wakka o Ksiezye" 8 pages on Russia's manned lunar-landing program including 14 photos. [Ed: The photos are probably sufficient for an enterprising

modeler to model the Russian moon lander.] "Odswopolpracy do integracji a NATO" (Part 2) 7 pages including 18 photos of Polish aviation equipment (MiG-21PMF, MiG-23MF, Su-22M4, TS011, An-26, An-2, Mi-2, & F-16CJ). "Zatopienie krazownika *Kinugasa*" 6 pages on the sinking of the Japanese cruiser off the Solomon Islands including 6 photos and a map. "Lotnictwo myśliwskie w Europie w 1939 r" 12 pages including 26 photos and 6 color profiles (Spanish CR.32, Finnish Gladiator, Greek PZL P-24, Dutch Fokker D.21, RAF Spitfire I, & Luftwaffe Bf 109E).

4/2009 (98 pages) Color photos: Greek Embaer EMB-145AEW, Singapore Gulfstream 550AEW, & Indian MiG-29. "Pierwszy C-139H Hercules w Powidzu" 3 pages including 8 photos of first C-130 in Poland (A/c has Polish chessboards on the wings and a small American flag on the tail. The serial '1273' appears to be temporary.) "Korpus Lotniczy Afganskiej Armii Narodowej" 6 pages including 13 photos (Mi-17, Mi-24, An-26, An-32, MiG-19A, Mig-21bis/UM, & Su-25K/UBK). "Supermarine Walrus (cz.1)" 12 pages including 17 photos, a 2-page cut-a-way drawings, and five 3-view drawings (Sea Lion Mk.I, Mk.II, & Mk.III; Seagull Mk.III, and Sea Otter). "F-80 Shooting Star nad Korea" 10 pages including 18 photos (one of a North Korean Il-10, a victim of an F-80), and 4 color profile drawings. "Skrzydła nad Wairarapa 2009" 3 pages on New Zealand air show including 9 photos (RNZAF C-47, Vampire T-55, Harvard, & P-51D).

USA

IPMS/USA JOURNAL (IPMS/USA, PO Box 2475, North Canton, OH 44720-0475 USA. Six issues per year: In USA: \$25 for adults (18 and older) and \$12 for juniors (17 and younger); Canada & Mexico \$30; all other \$32.)

March + April 2009 – Volume 21, Number 02. (72 pages)

No flying machines in this issue. Non-aviation articles: "1940 Ford Convertible", "Spaceship Tune-up", "Canon de Anima Lisa", and "Voyage to the Building the *Seaview*".

May + June 2009 – Volume 21, Number 03. (72 pages)

"Building a B-36B Peacemaker at the Center of a Mystery" 6 pages on building the B-36 that disappeared over Canada including 17 photos. "Clearing up Canopy Problems" a 4-page how-to article including 8 photos. "Backdating Academy's B-17B into the pioneering Y1B-17" 16 pages including 45 photos. Non-aviation articles include "Have Space Suit. Will Travel" Scratch-building a scene from Heinlein's 1958 Science-Fiction adventure. "Uniquely-Armed U-Boat" Converting Revell's 1:125 U-99 into a flak-filled U-84.

WWI AERO (PO Box 730, Red Hook, NY 12571. Website:

www.worldwar1aeroplanesinc.org. E-mail:

subscriptions@worldwar1aeroplansinc.org Online Form: www.aeroform.org. 4 issues \$42.00 USA).

#200 (128 pages) In celebration of their 200th issue, this is a collection of articles and editorials selected from the previous issues. Contains nothing of interest on the small air forces.

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"A new website for the Khmer Air Force from 1954 to 1975 is now available: www.khmerairforce.com. It covers the history of the air force of the small nation of Cambodia during the Vietnam-war era. This story, about which little has been written is told by retired Cambodian Air Force General So Satto." Darasy Var (SAFCH #1319). France.

"One thing that you may like to mention in Small Air Forces is that the official history of Australia in the First

and Second World Wars are now downloadable on the Internet. Go to <http://www.awm.gov.au/histories/index.asp> and select either, then follow the prompts."

Clive Lynch, Australia.

"On the Web there is a film clip from the Austrian archives showing the Wright Brothers demonstrating their plane in Italy in 1909. Items of note are the string turn-and-slip indicator; works just like on a glider. What is fantastic is there was an

on-board camera on the Wright plane and the last part of this film shows it. It's crystal clear. Wilbur Wright is at the controls on both of the flight. You can enlarge it to full screen. There is a link to information about the film: www.europafilmtreasures.eu/PY/322/fiche_technique.htm?ID=322.

"If you haven't seen it, you must see this important film."

David Loughhead (SAFCH #1378) Australia.

The First Air Combat in China

D. Y. Louie, P.E.

The first air combat in China occurred on 29 January 1932 above Shanghai. Some historians may argue that the first air combat might be dated as far back as 30 October 1914 during the siege of the German occupied Chinese City of Qingdao (Tsingtau) by the joint forces of Britain and Japan. However, in the purest sense, that incident could only be classified at best, a brief air encounter between a Rumpler Taube piloted by LT Gunther Plüschow of Germany and four Farman floatplanes led by First LT Yozo Kaneko from the seaplane tender Wakamiya Maru. In that engagement, Plüschow was flying an unarmed Taube, which was bounced by four Farman seaplanes. Plüschow avoided combat wisely by flying underneath the Japanese knowing that their MGs could not be trained downward to shoot at him. Moreover, Plüschow knew that his opponents on the ground would dare not fire at him lest their own Farmans would also be exposed to the danger of being hit. Hence, Plüschow managed to stay out of harm's way by maneuvering himself away from the enemies' path. There was no air combat between LT Plüschow and First LT Kaneko in 1914 per se.

Following the unprovoked attack of Jinan in Shandong Province in 1928, and the invasion of Manchuria in September 1931, the Japanese attacked Shanghai on 28 January 1932 to continue her efforts to colonize China under the pretext that Japan had the self-proclaimed responsibility to "unshackle China from the oppression of the White race." The agreements of the Washington Treaty in 1922 notwithstanding, during the past decade the strength of the IJN had systematically been expanded. Hence, by 1932, the IJN already had carriers Hoshō, Akagi, Kaga, and seaplane tenders Notoro and Kamoji at her disposal. When fighting erupted between the 19th Route Army commanded by General Cai Tingkai and the Imperial Japanese Shanghai Expeditionary Forces under Admiral Yoshinori Shiragawa on 28 January, the IJN had already stationed a week earlier the Hoshō, Kaga, and Notoro off Shanghai waters ready for action.

At 0400 on 29 January, the Notoro launched 4 E1Y3s for a bombing attack on civilian targets. At 1000, a second group of 4 E1Y3s from the Notoro dropped 6 bombs on the Commercial Publishing Company facilities causing a conflagration that lasted more than 4 days and destroying valuable sole copies of Chinese classics in the process. On 31 January, the entire air groups of the Imperial Japanese Shanghai Expeditionary Forces conducted a fly past above Shanghai as a show of forces. It appeared that the IJNAF would have no contest in the sky of Shanghai. To their

surprise, when at 1110 on 3 February, 18 A1N1s and 3MT2s were en route to the intended target; the seemingly ineffective defending Chinese AA units sprang into action. The intruders could no longer roam the sky without any opposition. Nonetheless, the 3 Notoro E1Y3s escorted by 3 Kaga A1N1s still managed to pass through the defenders to strafe at the 19th Route Army on 4 February.

Meanwhile, contrary to what the Japanese invaders would like to believe, the small Chinese Air Force had not been staying idle. At the onset of the hostility, an order to dispatch all of the fighters from all squadrons to support the 19th Route Army in Shanghai was immediately issued by the command headquarter. Headed by Commander Huang Bingheng, the Central Chinese Air Force in 1932 consisted of only 7 squadrons. Each squadron was equipped with nine aircraft of various types including Douglas O2MCs, Junkers W33s, Brequet 14s, Potez XXVs, Blackburn Lincock IIIs, Junkers K-47s, and a single Boeing 218. Since Shanghai was the home base of the 2nd Squadron, the burden of defending the Shanghai sky fell on the shoulders of its squadron leader, Capt. Shih Bangfang. To his consternation, Shih would have to make do with 9 freshly delivered Junkers K-47s, 3 existing Blackburn Lincock IIIs, and a Boeing 218, which was to be delivered on 20 February, to defend against an overwhelming number of IJN aircraft. To Capt. Shih's comfort, Commander Huang later deployed the 4th Squadron and the 6th Squadron to Shanghai. The Guangdong Provincial Air Force also sent 9 Vought V65s led by Capt. Ding Jixu to assist Capt. Shih's 2nd Squadron. Capt. Shih therefore had a total of 33 planes at his disposal.

The first Japanese air casualty occurred on 5 February when a 3MT3 flown by LT Fujii, LT Yanabe, and Seaman 1/C Araiki was caught by AA and crashed. There were no survivors. Later on the same day, 2 Hoshō 3MT3s, commanded by LT Nagamoto Hirahayashi and escorted by 3 Kaga A1N1s led by LT Hachiro Tokoroshige, were ambushed by a Vought V65 and 3 Blackburn Lincock IIIs near Jinru. At the end of this first air engagement in the Chinese sky, LT Hirahayashi received a hit. And a Chinese Blackburn Lincock III had crash-landed. Its pilot, J. D. Singh, an Indian national serving in the Chinese Air Force, eventually died in the hospital. He was the first of many air force personnel to give the ultimate sacrifice to the service.

The Chinese Air Force lost its second pilot on 6 February when the Second Air Group scrambled to intercept 2 Hoshō 3MT3s commanded by LT Nagamoto Hirahayashi and 3 Kaga A1N1s led by LT Hachiro

Tokoroshige. A Blackburn Lincock III crashed on a take off. Its pilot, Huang Yuquan, Deputy Group Leader of the 6th Air Group, sustained a severe head injury and later died in the hospital.

20 February

Robert M. Short was 27 when he delivered the Boeing 218 to the Chinese Air Force. Arriving at the Hongkou Aerodrome on 20 February amidst fighting at Shanghai, Short witnessed the Japanese merciless bombing of metropolitan Shanghai against civilians. Though the Boeing biplane was fully armed, being a foreign pilot Short was forbidden to participate in air combat action. He was persuaded to take off for Nanjing immediately lest confrontation with the Japanese in the sky of Shanghai. But 3 Kaga A1N1s led by LT Hachiro Tokoroshige were already flying overheads. They spotted Short's C/N-1260 Boeing 218 near Longhua, a suburb of Shanghai. Before LT Tokoroshige's A1N1s could position themselves for an attack, Short surprised them by a high-speed dash and a fast loop to their rear. The ensuing 20 minutes was an intense fire exchange between the two opposing parties. LT Tokoroshige received more than ten hits and one of his wingmen was also nicked before breaking away. The wounded IJN A1N1 had to make an emergency landing at the Gongda Aerodrome in Shanghai instead of returning to the Kaga. Short's tan overall S/N X-66W Boeing 218 arrived Nanjing without a scratch.

22 February

At 1530, LT Nobu Kotani led 3 Type 13 carrier attack planes from the Kaga joined with 3 Type 3 carrier fighters from the Gongda airfield to attack the Dajaochang airfield in Nanjing. The 3 Type 3 carrier fighters were piloted by LT Nokiji Ikuta, PO3C Toshio Kuroiwa, and Seaman 1/C Kazuo Takeo respectively. The group ganged up on a lone Boeing 218 near Suzhou. After a fierce aerial bout, the Boeing 218 was shot out of the sky with its pilot Robert M. Short.

LT Ikuta, in his log, recorded that the weather was fine on the afternoon of the shooting. Visibility was unobstructed as there were only specks of cirrus cloud at about 1000M. The 3 Type 3 carrier fighters were flying at 500M above clouds enjoying the full blast of bright sunshine. Temperature was at a refreshing 0°C. LT Kotani's rear gunner, Seaman 1/C Sasamo, recalled that when they originally took off from Gongda at 0800, the region was blanketed by thick clouds. The earlier reconnaissance sortie was aborted due to poor visibility. When weather improved in the afternoon, LT Kotani's group would resume its sortie. After rendezvousing with LT Ikuta's fighters flying astern of the bombers, the group spearheaded north for Suzhou using the Wusong River below as a landmark. Through heavy ground fire, they arrived at the target area at 1600. LT Kotani was about to

assemble the attack formation, when suddenly LT Ikuta sighted a brown speck at 10 o'clock high. The escort fighters then dashed forward for a closer look. At a distance of 300M, LT Ikuta confirmed that it was indeed an enemy biplane of unknown type as the distinctive blue-and-white sundial Chinese insignia was clearly visible on the plane's upper wing. He signaled his No. 3 wingman Seaman 1/C Takeo to commence an attack from above. But the swift Chinese fighter broke away immediately. LT Ikuta's No. 2 wingman, PO3 Kuroiwa, attempted to close in to the fleeing Chinese biplane from below to no avail.

The action astern alerted LT Kotani's rear gunner, Seaman 1/C Sasamo. When he saw an enemy plane attacking from astern, his adrenalin rushed up. He screamed through the intercom to alert LT Kotani, who subsequently directed the pilot LT (J.G.) Zakinaga to take immediate evasive action. The other two carrier attack planes were also made aware of the situation. The three Type 13 carrier attack planes regrouped to a tight ring formation concentrating the firing power of their rear MGs to fend off the attacker. Yet the nimble Chinese biplane impaled the fusillade to break away for another attack. LT Ikuta shadowed the Chinese biplane and continuously held it steady in his gun sight. He then fired a few bursts at the relentless attacker. PO3 Kuroiwa and Seaman 1/C Takeo followed suit. To their amazement, the daring Chinese biplane seemed oblivious to being fired at. It just kept coming again and again to fire at LT Kotani's Type 13 carrier attack plane! His persistence was rewarded on his fourth attempt. Three bullets struck home to kill LT Kotani instantly while a fourth struck Seaman 1/C Sasamo's left leg. With a crew dead and another wounded, the pilot still managed to bring LT Kotani's wounded bird back to base.

Throughout the Boeing 218's attack, LT Ikuta was trailing the Chinese biplane. He seized the opportunity to squeeze his trigger while the agile Chinese biplane was temporarily holding steady to deliver the death punch to LT Kotani. Darts from LT Ikuta's 7.7 mm stitched through the fuselage of the Chinese biplane. LT Ikuta saw the enemy pilot's head jerked then went limp. And the Chinese biplane headed earthward almost instantaneously. The intense air engagement of one Chinese biplane against 6 Japanese planes lasted about 9 minutes.

26 February

At 0505, nine Type 13 carrier attack planes commanded by LT Shunro Otahara took off from the Kaga. They were to be escorted by 6 Type 3 carrier fighters led by LT Hachiro Tokoroshige from the Hosho. Their target was the Janchiao airfield in the vicinity of Hangzhou. While above the target area, the Type 13 carrier attack planes were challenged by a Junkers K-47 piloted by Capt. Shih Bangfang, leader of the 2nd Squadron, and a V-65 flown by Zhao

Puming (pilot) and Long Yongxuan (gunner) from the 6th Squadron. After dispersing and damaging the 9 carrier attack planes, Shih and Zhao found themselves surrounded by LT Tokoroshige's 6 Type 3 carrier fighters. The ensuing battle resulted in the wounding of Shih and Zhao though they managed to bring their bullet riddled planes back to base. One of Otahara's Type 13 carrier attack planes (No. 344) sustained engine damage, which caused it to ditch into the Qiantang River. A Japanese river patrol gunboat eventually rescued the shivering PO1C Tsuruoka, PO2C Takimoto, and Seaman 1/C Moriichi.

Capt. Shih, in his memoir, recalled that upon receipt of an order issued by Commander Huang Bingheng on 25 February to relocate all air force planes away from combat zones, Capt. Shih and his colleagues were to take off for Bengbu. However, adverse weather condition forced them to divert to the Jianqiao Aerodrome near Hangzhou. They arrived Jianqiao at 1600 amidst heavy rains. Cognizant that Jianqiao was still within the striking range of Japanese carrier planes, Capt. Shih immediately redeployed the planes to a nearby airfield at Qiaoshi. Though only a mere 20km to the East of Jianqiao, Qiaoshi had no obtuse features, which would warrant unwanted attentions. Moreover, with the proper camouflage, Qiaoshi appeared as a waste swampland from the air. The move to Qiaoshi was accomplished after midnight.

Capt. Shih found it difficult to sleep after the day's commotions. He dozed off at dawn but was quickly awakened by engine rumblings emanating from the direction of Jianqiao. Though still a bit groggy from the lack of sleep, his instinct alerted him that the Japanese raiders were heading for Jianqiao. Capt. Shih immediately alarmed everyone at the base. He then grabbed his parachute and sprint toward his K-47, which was being warmed up by mechanic Zhuan Yao. Along the way he also dragged his rear gunner Shen Yenxi with him. They hurriedly strapped in and started the K-47. The Hornet engine roared to life and the K-47 rose to the air swiftly. Meanwhile, a V65 Corsair of the 6th Squadron piloted by Zhao Puming was also airborne. Capt. Shih signaled to climb up to an altitude of 1000M due East, which was 180° to the approaching Japanese planes. This position would buy them time and give them the height advantage with the sun behind them. They maintained this position waiting for the oncoming Japanese planes.

As Capt. Shih had predicted, the 9 Type 13 carrier attack planes commanded by LT Shunro Otahara indeed targeted Jianqiao. They had reasons to believe that they could catch and destroy all Chinese fighters on the ground at Jianqiao. But unfortunate for them, Capt. Shih had moved all his planes to Qiaoshi. Hence, when LT Otahara's group arrived at Jianqiao, they found an empty airfield. The Japanese decided not to leave empty handed. And they bombed the Jianqiao Aerodrome anyway. As they left Jianqiao, they ran right into the waiting arms of

Capt. Shih. Capt. Shih intercepted the 9 Type 13 carrier attack planes flying in a 3-tier-3-plane flight formation. His first firing pass failed to break apart the flight formation. Undaunted, Capt. Shih quickly turned around for a second pass. This time the 9 Type 13 flying formation dissolved. By the time Capt. Shih made preparation for his third pass, he was joined by the V65 Corsair of the 6th Squadron piloted by Zhao Puming. Their combined efforts brought forth pandemonium. The Type 13s were flying in all different directions running for their lives with two trailing smokes.

LT Otahara's own account of the mission confirmed that when the Type 13 carrier attack group was looking for targets of opportunity inasmuch as Jianqiao was devoid of worthwhile targets, a lone Chinese K-47 surprised his group. Its first firing pass shook the group so the rear gunners hastily scrambled to fend off the charging K-47. It peeled off to the left and swung around for a second pass dispersing LT Otahara's 9 Type 13 carrier attack planes. A V65 Corsair then joined the K-47 on the third firing pass. Bullets from the V65 severed the left wing control cable of the plane No. 1 of the 2nd subgroup. The pilot, LT Yasunobu, brought the damaged plane to base successfully. Additionally, another Type 13 carrier attack plane (No. 344) crewed by PO1C Tsuruoka, PO2C Takimoto, and Seaman 1/C Moriichi was severely damaged. It ditched into the Qiantang River. Chinese troops later recovered the Type 13 wreck.

As soon as Capt. Shih chased off the 9 Type 13 carrier attack planes, he immediately found himself being harassed by LT Tokoroshige's 6 Type 3 carrier fighters. Capt. Shih had mistaken the Type 3 carrier fighter to be a Japanese copy of the Nieuport 27 fighter. He paid practically no attention to the charging "Nieuport 27" fighters because he was confident that his K-47 was so superior that the Nieuport 27 fighters could be dealt with easily. That was a fatal mistake. Since the Type 3 carrier fighter was Nakajima's version of the Gloster Gamecock, a very maneuverable fighter, the K-47 soon found itself surrounded by nimble opponents. Capt. Shih almost succeeded in punching a way out by dodging in and out of the enemies' encirclement. But his luck would run out and the K-47 received 4 hits. One of the hits bust the rear mounted MG. In desperation, the rear gunner, Shen Yenxi, held onto the damaged MG faking return firing at the charging enemy planes. Realizing that the K-47 had lost 50% of its firepower, breaking away from the swarm of buzzing enemy planes became Capt. Shih's first priority.

Unfortunate for Capt. Shih, LT Shinichi Okumi, one of the Type 3 carrier fighter pilots, discovered that the K-47's rear MG had malfunctioned. He signaled his wingman, LT Maeda, to attack the K-47 from astern. A few bursts from LT Okumi ripped through Capt. Shih's left arm. The injury effectively

deprived the captain's use of his left hand. Despite the injury, Capt. Shih throttled up the engine RPM with only his right hand attempting to shake off LT Maeda. Nonetheless, LT Maeda held his position firm to fire at Capt. Shih for more than 30 seconds! He continued to shoot at the K-47, which by then was trailing black smoke. Capt. Shih made an emergency landing near Qiaoshi. After the plane screeched to a halt, Shen Yenxi dragged the semi-unconscious captain out of the cockpit to seek refuge underneath the fuselage. They could hear enemy planes overhead strafing at them. Eventually, the Japanese planes left, Shen carried Capt. Shih out to the open yelling for assistance. A fellow pilot, Tian Xiangguo, who was a Korean national serving in the Chinese Air Force, responded and came to help. Capt. Shih later had his left arm amputated in the hospital.

Seeing the K-47 in trouble, Zhao Puming raced toward the 6 Type 3 carrier fighters to lend a helping hand. He was intercepted by LT Hachiro Tokoroshige halfway at 1500M. In the heat of the ensuing fire exchange, Zhao sustained a head injury and the V65 received hits at the wing root. He managed to break away and landed the wounded eagle with a broken wing at Jianqiao. Zhao later died in the hospital from head wounds. LT Hachiro Tokoroshige's wingman PO3C Sato also claimed to have shot down a K-47 near Qiaoshi in his combat report. This was not a valid claim inasmuch as there was only one K-

47 piloted by Capt. Shih participated in the aforesaid air combat. Satisfied that they had kept the sky above Jianqiao clear of Chinese fighters, LT Shunro Otahara and LT Hachiro Tokoroshige were surprised to discover that more than twenty Chinese planes were at the nearby Qiaoshi Aerodrome during their return flight. But they were low in fuel and ammunition. They were not too keen on a potential engagement with these Chinese fighters. And the Japanese had to settle for returning to base without affronting the remaining Chinese fighters. □

D. Y. Louie, P.E. (#544), USA.

Captions for the photos on page 2

All photos via the author

1. Vought 92C - Lineup of the Guangdong Provincial Air Force V-92Cs dispatched to Shanghai in early 1932. Capt. Ding Jixu led the flight.
2. Waco - Dispatched from the Guangdong Provincial Air Force to be used as trainers.
3. Vought 65C - Used as trainers at the nearby Jianqiao Flight School.
4. Junkers K-47 - Similar type flown by Capt. Shi during combat. This K-47 was donated by Tianchu (Divine Kitchen) Company, an MSG manufacturer.

CASUALTIES OF THE FIRST AIR COMBAT IN CHINA

CHINA		
PILOT	REMARK	TYPE OF A/C FLOWN
Huang Yuquan	KIA	Lincock III
J. D. Singh	KIA	Lincock III
Zhao Puming	Died in the hospital	Vought V65 Corsair
Wu Mingfei	Crashed on take off	Lincock III
Robert M. Short	KIA	Boeing 218
Shih Bangfang	Wounded	Junkers K-47
JAPAN		
LT Kotani	KIA	Type 13 Carrier attack plane
LT Fujii	KIA	Type 13 Carrier attack plane
LT Yanabe	KIA	Type 13 Carrier attack plane
Seaman I/C Araiki	KIA	Type 13 Carrier attack plane
LT Hirabayashi	Wounded	Type 13 Carrier attack plane

Paraguayan Air Force Aviocars

Antonio Luis Sapienza

In the mid-1970s, the Military Air Transport (TAM – Transporte Aéreo Militar) of the Paraguayan Military Aviation had a fleet of 26 Douglas DC-3/C-47, 3 Douglas DC-6B/C-118 and a single Convair C-131D. By 1975, TAM served 35 regular destinations in Paraguay, using mainly the C-47s. The DC-6Bs use was limited to the very few airports with paved runways and charter flights to Brazil, Uruguay, Bolivia, Argentina, and Chile. In that year, TAM transported a total of 43,818 passengers, 234.8 tons of cargo and 138.9 tons of mail in regular flights and 10,854 passengers and 387.3 tons of cargo in non scheduled flights.

By then, it was urgent to consider a more modern replacement for the aging C-47 fleet. The first choice was the IAI-201 Arava transport plane, and in 1976 an order was placed with Israel Aircraft Industries (IAI) for six Arava planes for a total price of 7.5 million Dollars. The first two planes were supposed to be delivered on March 1st, 1977, the second two on March 15th and the last two on March 30th. The serials T-95, T-97, T-99, T-101, T-103 and T-105 were reserved for these aircraft. Three of them were going to be fitted with seats in passenger configuration and were going to be painted in full TAM colors. The other three would be fitted to carry paratroopers with a camouflage color scheme. All six aircraft would be fitted in quick-change passenger/cargo configuration. Two of the planes were actually built, c/n 60 with full TAM colors and c/n 61 in camouflage. Then, in the first months of 1977, the order was cancelled due to economic difficulties. TAM had to continue relying on the old C-47s for some more years.

A second attempt to replace at least part of the C-47 fleet was made in 1981. At that time, TAM had a fleet of 14 Douglas C-47 and a Convair C-131D. The DC-6Bs had been withdrawn from use the year before. This time, TAM turned to the De Havilland Canada factory to order just two DHC-6-300 Twin Otter; c/n 744 received serial 2027 and c/n 747 the serial 2029. The planes were built and painted in full TAM colors, but once again, they were not taken up. The order was cancelled and the planes were sold to the Libyan carrier United African Airlines instead.

Between 1981 and 1984, half the C-47 fleet was grounded and only seven aircraft remained in service. TAM could not cover all flights and a replacement was urgently needed. Once again, the intention was to buy six Arava aircraft from IAI which were going to be delivered between the end of 1984 and the first months of 1985. This time, the intention was only that and the Paraguayan government did not place an official order.

Finally, the government decided to buy four CASA C-212-200 Aviocar directly from the factory. The FAP serials assigned to these aircraft were: 2027 (c/n 307), 2029 (c/n 310), 2031 (c/n 315) and 2033 (c/n 316). They were all painted in full TAM colors. The planes were officially delivered by CASA on June 13, 1984. The first two Aviocars, 2027 and 2029 took off from Seville, Spain on that day en route to Paraguay. They made stops in Northern England, Iceland, Canada, United States and Brazil, before landing at Asunción International Airport on June 17th. Aviocar 2027 was crewed by Col. PAM Marcial Vargas, Maj. PAM Milder Zárate, Capt. PAM Hugo Martínez and Sgt. MAM Amado Silguero. Aviocar 2029 was crewed by Maj. PAM Ángel Fariña, Capt. PAM Horacio Gómez and Sgt. MAM Gustavo Sánchez.

In July, 1984, the other two Aviocars, 2031 and 2033, arrived in Paraguay. A few months before, in May, TAM received its last two Douglas C-47s, serials 2032 and 2034, that were donated by the Brazilian Air Force.

At the end of 1984, TAM had a fleet of four CASA C-212-200 Aviocar, six Douglas C-47 and a single Convair C-131D Samaritan. In the late 1980s TAM's regular flights were reduced to 15 destinations in Paraguay. International flights were only chartered flights. In 1989, TAM transported 22,635 regular passengers, 41.2 tons of cargo and 108.3 tons of mail, plus 2,663 passengers and 142.2 tons of cargo in non scheduled flights.

By 1998, all four C-212-200s were still in service at TAM alongside the last three remaining C-47s. That year, Aviocar FAP 2033 had a minor accident at Concepción Airport and it was temporarily withdrawn from service. TAM suspended its regular flights in August of that year due to a reduction in FAP's budget. Since then, the C-212-200s have been flying non schedule services to many Paraguayan cities and towns. The last three C-47 were withdrawn from use in 1999. One of them, FAP 2010 only needs minor maintenance to fly again.

Funds were scarce, but the FAP managed to get some in 2003 to overhaul Aviocar 2033. The plane was dismantled and carried in a huge truck to the ENAER factory in Santiago, Chile. There, it was completely overhauled over a period of two years, returning to Paraguay in 2005.

By the early 2000s, a complete overhaul of the entire Aviocar fleet was urgently needed. The Paraguayan government received a credit of 11,254,029 Dollars from the Spanish government in order to buy a new Aviocar Series 400 and overhaul three C-212-200s (the fourth was being overhauled in Chile). The credit was split in the

following way: 6,793,300 Dollars for a new CASA C-212-400 and 4,460,729 Dollars for the overhaul of three CASA C-212-200 of the original fleet.

The contract for the C-212-400 was signed in Spain between the Paraguayan government and EADS CASA on May 19th, 2003. The plane was built in a quick-change configuration (passenger/cargo/ ambulance) and the price included the "hospital" kit. The overhaul of the other three C-212-200 started in June 2003. A whole EADS CASA team came from Spain to perform this task. All C-212-200 lost their original TRANSPORTE AEREO MILITAR titles after being repainted. Instead the title FUERZA AEREA PARAGUAYA was painted on both sides of the fuselage.

During the last months of 2003, the FAP sent 4 pilots and 12 mechanics for a training course at EADS CASA, which lasted 45 days.

In January 2004, Gen. José Key Kanasawa (Commander of the Military Forces) and Gen. Roberto Vera (Commander of the FAP) traveled to Spain in order to officially receive the CASA C-212-400 purchased by the Paraguayan Air Force. This plane made its first flight on December 2nd, 2003. Its mc/n is 473 and the serial FAP 2035 was assigned to it.

The new FAP CASA took off from Seville on February 20th, 2004 and made the following route: Seville (Spain), Nantes (France), Glasgow (U.K.), Reykjavik (Iceland), Kangerlussuaq (Greenland), Goose Bay (Canada), Bangor (U.S.), Norfolk (U.S.), Miami (U.S.), Santo Domingo (Dominican Rep.), Maiquetía (Venezuela), Manaus (Brazil), Campo Grande (Brazil) and Asunción (Paraguay). This time, the plane was crewed by Col. DEM Luis Gerardo Noceda Riveros, Col. DEM Fernando Noldin, Lt.Col. DEM Miguel Ángel Bordón and Lt.Col. DEM Rubén Piris, plus two CASA technicians. It landed at Silvio Pettirossi International Airport on March 6th, 2004.



Official GTA emblem.

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In 2005, all FAP CASA were operative in the Transport Air Group (GTA – Grupo de Transporte Aéreo), along with a single DeHavilland DHC-6-200 Twin Otter and a Boeing 707-320B. Since the 707 needs overhauling, the CASA C-212-400 has been used as a Presidential transport to neighboring countries.

Acknowledgements

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Captions for photos on pages 35-36

1. Aviocar FAP 2027: CASA C-212-200 Aviocar. Picture taken at Silvio Pettirossi AFB in July 2008. Photo copyright: Author.
2. Aviocar FAP 2029: CASA C-212-200 Aviocar. Picture taken at the FAP Maintenance Unit (GAM) in May, 2008. Photo copyright: Adrian English.
3. Aviocar FAP 2031: CASA C-212-200 Aviocar. Picture taken at Gen. Adrián Jara AFB (Chaco) in 2007. Photo copyright: FAP.
4. Aviocar FAP 2033: CASA C-212-200 Aviocar. Picture taken at Silvio Pettirossi International Airport. Photo copyright: Edgar Núñez.
5. Aviocar FAP 2035: CASA C-212-400 Aviocar. Picture taken at the FAP Maintenance Unit (GAM) in 2008. Photo copyright: Horacio Decoud.
6. Aviocar FAP 2035 at Seville: CASA C-212-400 Aviocar. Picture taken at EADS CASA factory in Seville, Spain in December 2003. Photo copyright: EADS CASA.
7. Official GTA emblem. Photo copyright: www.fuerzaaerea.mil.py
8. Official TAM emblem. Photo copyright: author.



Official TAM emblem.

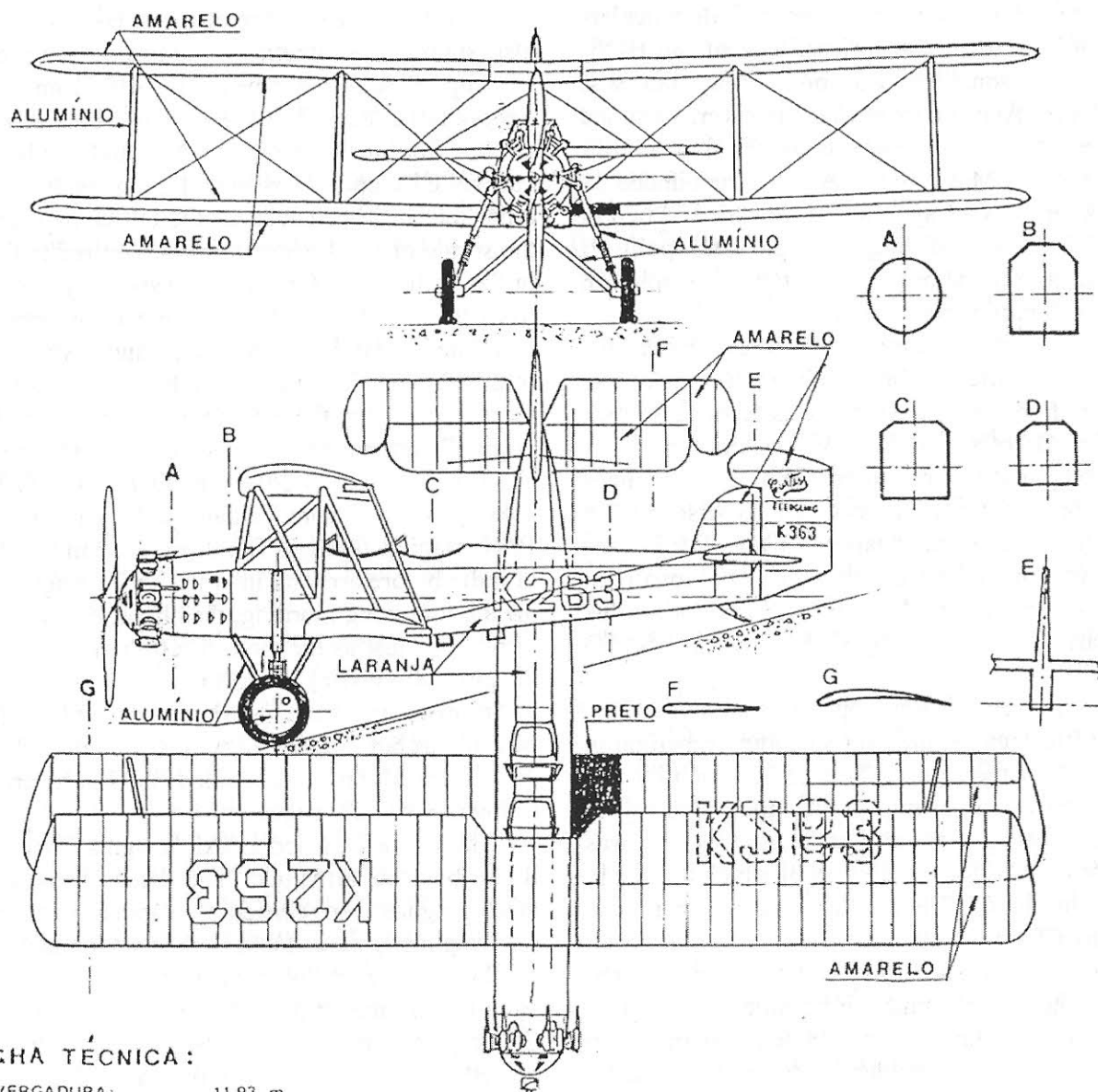
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AVIAÇÃO MILITAR
1931-1941
TREINAMENTO E CORREIO AÉREO

ASAS
BRASILEIRAS
EM PERFIS

FLEDGLING



FIGHA TÉCNICA:

ENVERGADURA: 11,93 m
COMPRIMENTO: 8,33 m
ALTURA: 3,14 m
SUPERFÍCIE ALAR: 33,90 m²
PESO VAZIO: 903 kg
PESO MÁXIMO: 1.193 kg
VELOCIDADE MÁXIMA: 167 km/h
RAZÃO DE SUBIDA: 204 m/min
CELO: 4.298 m
ALCANCE: 557 km
MOTOR: Curtiss Challenger R-600 de 185 hp
a 2.000 r.p.m., 6 cilindros em duas es-
trelas de 3, radial, refrigerado a ar.

NOTAS SOBRE CORES:

AMARELO = APROX. "INSIGNIA YELLOW", HUMBROL HT6-FS 23655
LARANJA = " " "ORANGE", HUMBROL 18-FS 12197.

LETRAS E NÚMEROS = BRANCO

This drawing first appeared in the March 2003 issue of *Revista*, the journal of IPMS-BRASIL.
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The Douglas B-26B Invader in Congolese Service

Leif Hellström

The Congo took a number of initiatives in early 1962 to obtain military aircraft. One of these was a purchasing mission sent to the USA where four Douglas B-26s were purchased from one or more civilian dealers in March 1962, at exorbitant prices. One of the B-26s crashed near Tucson, Arizona, on 5 May but was quickly replaced. Alas, no export licences were obtained and when an attempt was made to fly the four aircraft out of the US on 11 May 1962, they were impounded by US Customs: one at Chicago, one at Newark and two in New York. This led to lengthy legal and political disputes and it took about a year before a solution acceptable to all parties was found.

In the event, these aircraft never did reach the Congo. Their identities unfortunately remain unknown but they would no doubt have been more or less stock B-26Bs and/or B-26Cs, with US civil registrations.

The Congolese Air Force (Force Aériennes Congolaise, or FAC) instead received its first combat aircraft in late 1962, in the shape of a few T-6 Texans with rocket armament. These were used operationally in the opening stages of the rebellion that broke out in the Congo in early 1964, flown by CIA pilots (see SAFO #128).

However, it soon became apparent that a few T-6s would not suffice against the ever spreading rebellion in the eastern part of the Congo. The USA, which by this time was openly supporting the Congo, pledged to provide additional aircraft and in May 1964, it was decided to deliver T-28s, the first six of which arrived in the Congo in June. These, too, were flown and maintained by CIA crews.

The rebellion continued to spread and soon covered an area twice the size of France. It became apparent that aircraft with greater range were needed and the B-26 was an obvious choice, considering its previous use by the CIA elsewhere. In fact, the B-26 may have been considered for the Congo in early 1964 already, since a few pilots flying for the CIA on Taiwan were given a refresher course on the B-26 in February 1964 in preparation for a ferry flight to an undisclosed location, which eventually was cancelled.

On 4 August 1964, the rebels captured Stanleyville, the second largest city in the Congo, and took hundreds of westerners hostage, including the staff of the US consulate. This led to a rapid increase in US assistance to the Congo and among other things three brand-new

B-26K aircraft were diverted from the factory and arrived in the Congo two weeks later. The B-26K is, however, out of scope of this article.

In parallel, a number of older B-26B aircraft were also supplied. Southern Air Transport were contracted in August to ferry seven B-26Bs from Taiwan to Leopoldville, capital of the Congo. Three of these were aircraft from the CIA pool in Asia and had been used in various CIA operations already, e.g. in Indonesia. The other four had been used by the USAF in Vietnam until the spring of 1964 when they were retired to Clark Field in the Philippines. On 24 June 1964 they were removed from the USAF inventory, having been assigned to an undefined classified project, and were sent for refurbishment. It is unclear if they were earmarked for the Congo from the beginning or whether they were originally intended to join the general CIA pool.

The first two B-26Bs, numbers 44-35822 and 44-35804, took off from Tainan on Taiwan on 18 August 1964, staging through Takhli in Thailand and Bombay in India before arriving in Aden on 20 August. On take-off the following morning, the clamshell canopy of '822 came open just as the aircraft left the runway and while the pilot, Russ Krieg, fought to close it the B-26 touched the runway and made a wheels-up landing. The crew was unhurt but the aircraft was written off. The other B-26 continued on to Leopoldville, likely arriving the following day, 22 August.

The aircraft carried USAF insignia for the delivery flight but the armament had been dismounted. The machine guns were carried by a transport aircraft while the wing racks were stored in the back of each B-26.

Two more B-26Bs arrived on 25 August. The aircraft were met at N'Djili airport in Leopoldville by a CIA representative and as soon as the B-26s had been parked out of sight, in tall grass, the crews were whisked out of the Congo on commercial flights. Shortly afterwards, the three B-26Bs were ferried to the Kamina air base in the Katanga province. They may possibly have been flown from Kamina once or twice on local operations or test flights soon after arrival but most available air crew were allocated to B-26K operations during this period. At this point virtually all the CIA pilots in the Congo were Cubans.

Shortly after arriving at Kamina, the B-26Bs were inspected by René García, who was the Cuban lead pilot for the B-26 operation, together with a CIA air officer.

The Cubans had been informed about the B-26B and 'C being grounded by the USAF earlier in 1964, after a couple of fatal crashes due to wing failures, and had been told that any aircraft delivered to the Congo were bound to have been given specially reinforced wing spars. To their surprise, the inspection revealed that the received B-26Bs had not been reinforced in any way. García became quite upset by this and issued a written order that the B-26Bs were not to be flown by the Cuban pilots.

By all accounts the aircraft then stayed grounded for the time being. At a later date, in late 1964, two Cuban pilots were enticed by the CIA air officer to ferry two of the B-26Bs back to Leopoldville, for a considerable cash bonus. They got some people to clear out bird's nests from the stacks and other crannies on the first one.

We started it. It started fine, everything was fine. And we took off. When we were taking off, the tower called us and said we had a fire. All the instruments were OK: we thought it was probably just a bird's nest or something that was left there and caught on fire.

The two aircraft made it to Leopoldville and were parked at N'Djili airport for the time being while the third remained out of use at Kamina.

As will be recalled, SAT's contract called for a total of seven B-26Bs to be ferried to the Congo. In addition to the first three that arrived, at least one more, 44-35703, did actually make it to the Congo, since it was photographed at Leopoldville still in USAF markings in November 1964. Whether it stayed in the Congo or was eventually flown out again by the CIA is unknown. A report from 1 December 1964 claims there were seven B-26s in the Congo at the time. Three of these were B-26Ks, leaving four B-26Bs. It is therefore very unlikely that the last two B-26Bs, 44-35221 and 44-35242, ever got to the Congo, since they would certainly have arrived by this date. Most likely they never left Taiwan once it became clear they weren't really wanted in the Congo.

Although the B-26K was more modern in many ways, several of the Cuban pilots would have preferred to have B-26Bs with reinforced wings. Most of the improvements on the B-26K were of little use in the Congo and in addition it was initially limited to 2 Gs, since it was not fully tested. The B-26B was lighter and more manoeuvrable, even if it had less power. "If I had had eight or ten B-26Bs, we probably would have flattened the country in three months," René García claimed.

The B-26B left behind at Kamina, 44-35625, was likely completely unserviceable and was ordered destroyed. The mechanics removed the engines and some undercarriage parts, etc. The remains were then destroyed in August 1965 in a rocket firing experiment, using a rocket firing device rigged up on the ground.

One of the other B-26Bs would see some more use, however. After having been parked for some months, aircraft 44-35890 was cleaned up, coded FL-890 and put into use as a photo reconnaissance aircraft. It was flying again by August 1965 or possibly earlier. The aircraft had been fitted with a number of camera mountings before or during its service in Vietnam and a K.24 camera was now installed in the gunner's compartment, in the rear fuselage. The CIA air crews jokingly called it the "U-3" (or just the "U-2") in reference to the rather more sophisticated reconnaissance aircraft used by the CIA elsewhere. It was also fitted with benches in the unused bomb bay, for use as a possible escape aircraft for CIA personnel in case of trouble.

FL-890 saw sporadic operational use, flown by Cuban and South African pilots and possibly others as well. It was on occasion deployed to the eastern part of the Congo and flew some missions out of Albertville in the spring of 1966. In a proposed organization plan from 1966 the B-26B is shown as making up the 223rd Reconnaissance Squadron, but this was never anything but a pure paper unit. The aircraft was still on the books in November 1966 but was likely retired soon afterwards, in connection with the general wind-down of the CIA air operation in the Congo. The stripped hulk was dumped behind the main hangar at N'Dolo airport and remained there into the 1970s.

The other B-26B(s) in the Congo were almost certainly also scrapped in the 1965-1967 period, but details are not known. The five B-26Ks saw considerably more service but, as already mentioned, that is another story.

Most of the B-26Bs were painted overall USAF Gray 36373 with black engine nacelles and anti-glare panels. The exception was aircraft 44-35625, which was overall black. All most likely carried USAF insignia and US serial numbers on their tails on delivery.

The markings used in Congolese service is a subject which still has many question marks. The only aircraft known for certain to have carried Congolese insignia is 44-35890, which early on had national insignia on the fuselage but most likely not on the wings and carried the serial 35890 on the fin. Aircraft 44-35804 was at one stage marked RF804 on the fin and may well have had Congolese insignia on the fuselage but probably not on its wings. The prefix RF was initially also used for the B-26Ks and it is possible that it was also applied on

other B-26Bs and that '890 was similarly marked for a period. Later on, when '890 had been re-serialled FL-890, the national insignia on the fuselage were painted out. The other B-26Bs likely retained their USAF markings, perhaps with the national insignia removed, until scrapped, but this is just conjecture.

There is, however, a "mystery photo" of a B-26B with a Congolese flag painted on the fin. Unfortunately,

the serial cannot be seen. It is not aircraft '804, since that is parked alongside in the photo, and several details of the paint scheme do not match aircraft '890.

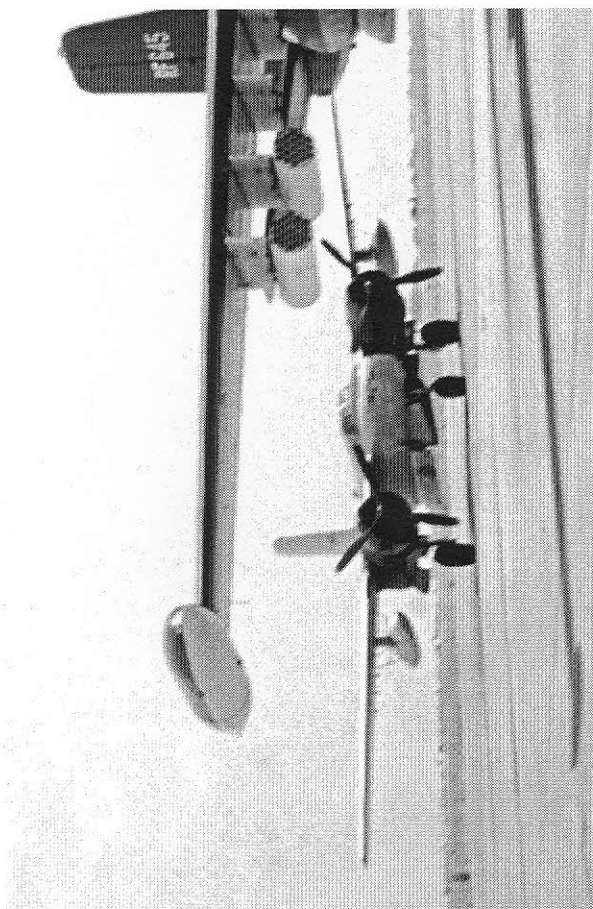
Leif Hellström (SAFCH #786),
e-mail: leif@leifhellstrom.com

Douglas B-26B Invader in Congolese Service

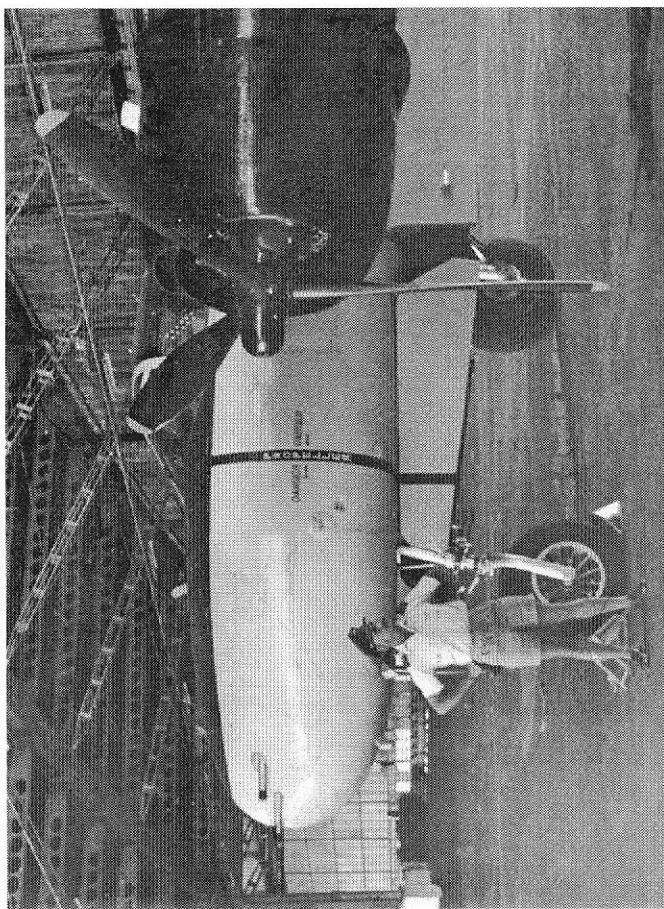
Serial	C/n	Previous ID/user	Served from/to	Remarks
35221	28500	44-35221/ Air America 8264	(not taken up?)	No evidence of reaching the Congo
35242	28521	44-35242/ Air America 6797	(not taken up?)	No evidence of reaching the Congo
35625	28904	44-35625/ Air America 6248	c.Aug 64/65	Likely never used. Blown up at Kamina Jul-Aug 65
35703	28902	44-35703	c.Aug 64/64?	Likely never used. Fate unknown.
35804/ RF804	29083	44-35804	22 Aug 64/65	Dismantled by Apr 65.
35822	29101	44-35822	(not taken up)	Crashed on take-off in Aden 21 Aug 64 on way to the Congo.
35890/ RF890?/ FL-890	29169	44-35890	25 Aug 64/c.Dec 66	Only B-26B to see regular operational use. Jokingly called the "U-3".

Captions for photos on pages 17-18

- One of the first pair of B-26Bs ferried to the Congo, aircraft 44-35822, never arrived since it crashed on take-off in Aden on 21 August 1964. It is seen here on the RAF Aden dump. (John Dorward)
- B-26B 44-35890 at the Kamina air base probably in September 1964, soon after its arrival. The underwing bomb racks have not yet been remounted. Note the teardrop shaped camera lens cover on the bomb bay door. (Jacques Noël via Henri Demaret)
- 35890 in the hangar at Kamina after two wing racks had been mounted and Congolese insignia painted on the fuselage. Note the hatch under the rear fuselage, in place of the original ventral turret. (Jimmy Hedges via Dave Becker)
- The front end of 35890, showing the distinct prop warning stripe on this particular aircraft. The onlooker is Jimmy Hedges, a T-6 pilot of the mercenary 21 Squadron. (Via Dave Becker)
- RF804 apparently suffered a nose wheel puncture on one of its few flights in the Congo. Like aircraft '890 it had a six-gun nose but had three pylons under each wing. (Joaquin Varela)
- The all-black 35625, stripped of useful parts and awaiting being blown up at the Kamina base in the summer of 1964. It may or may not have carried Congolese national insignia. (Via Jan Hekker)
- The so-called "U-3" late in its career, when re-serialled FL-890. Both the guns and the pylons had been removed since they were not needed in its new reconnaissance role. At this stage no national insignia were carried. (Dik De Boer via Michel Huart)
- A real "mystery aircraft", this B-26B photographed in Leopoldville from far away clearly has a Congolese flag painted on its tail. The Invader looks freshly painted and unusually has yellow and red prop tips. The aircraft is neither '625, '804 or '890, leaving no obvious candidates. Possibly it is aircraft '703 even if that also seems unlikely. (Sven-Erik Persson)



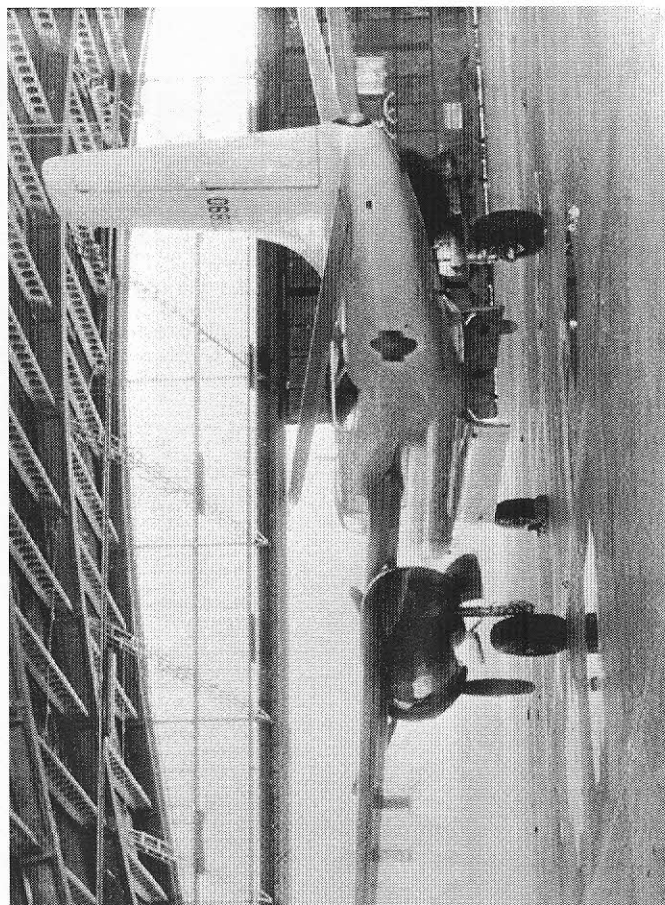
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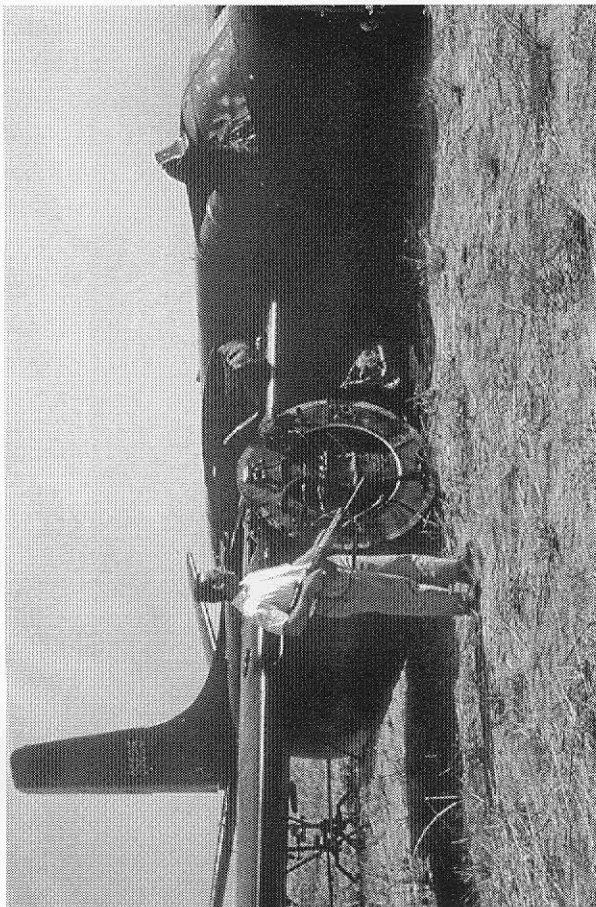
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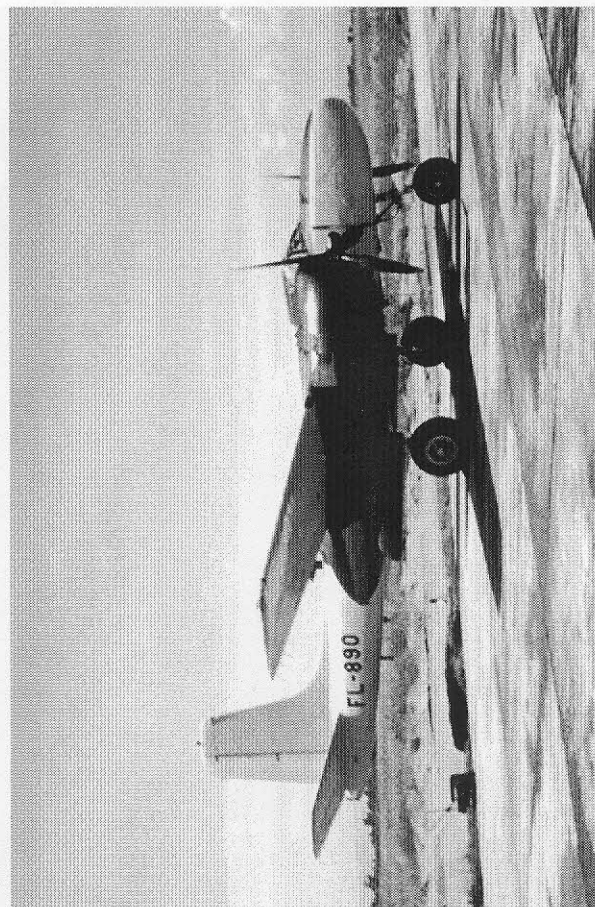
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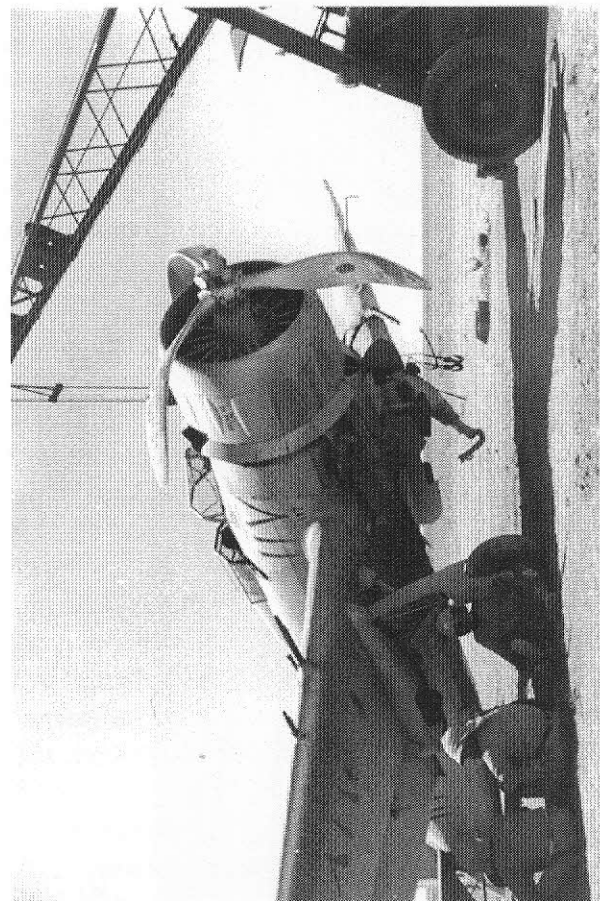
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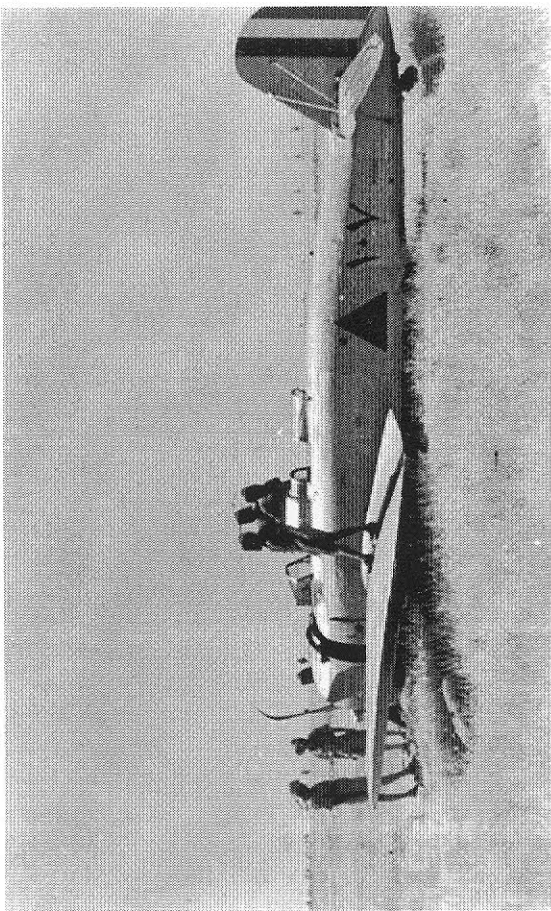
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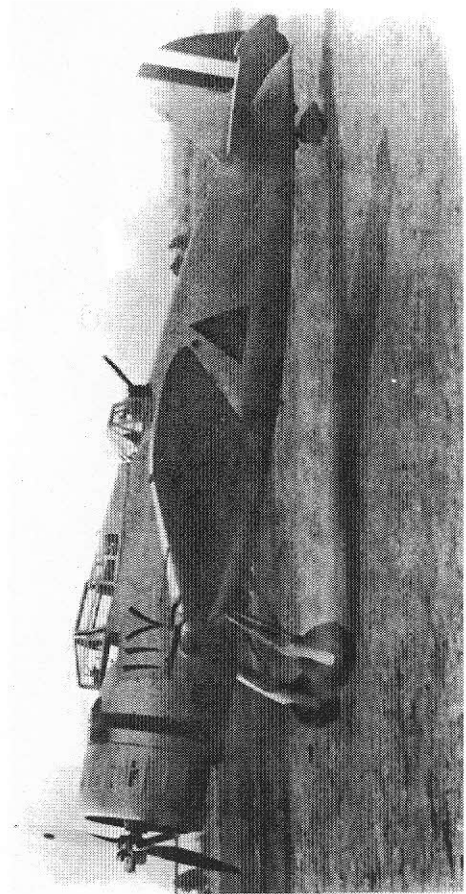
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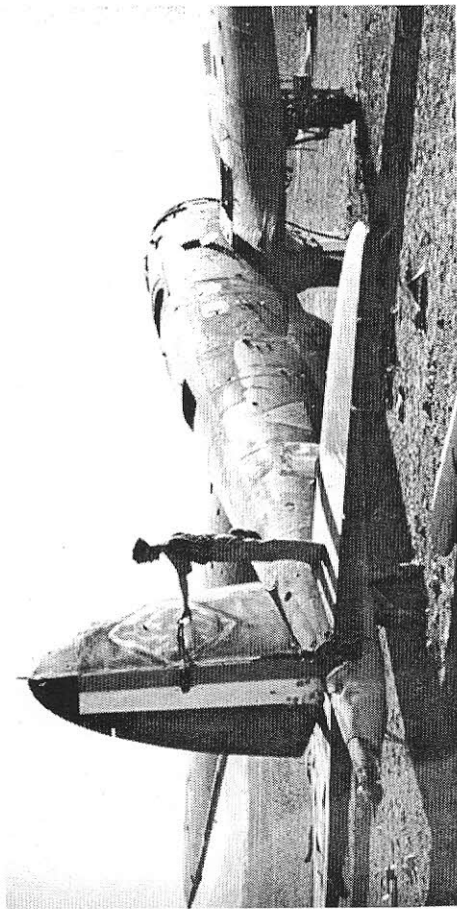
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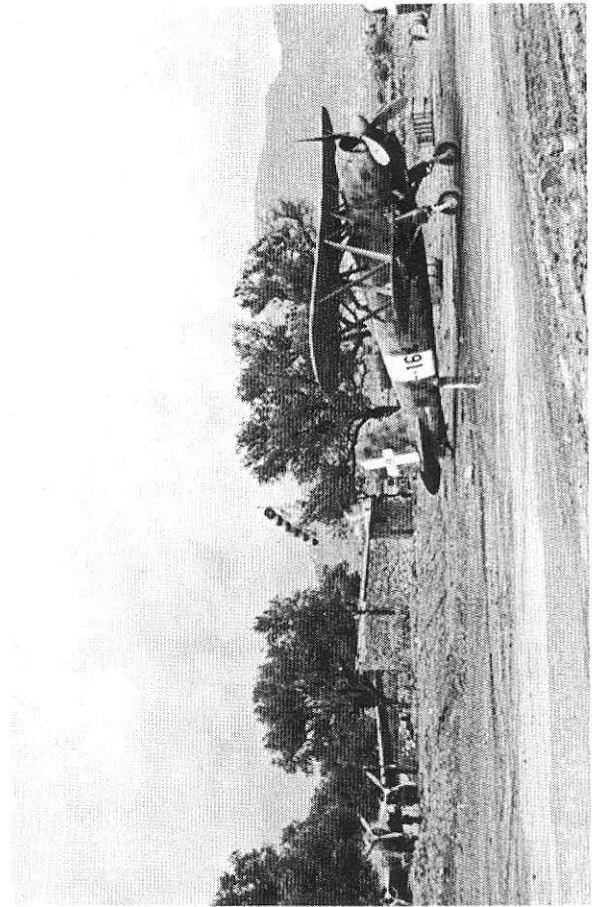
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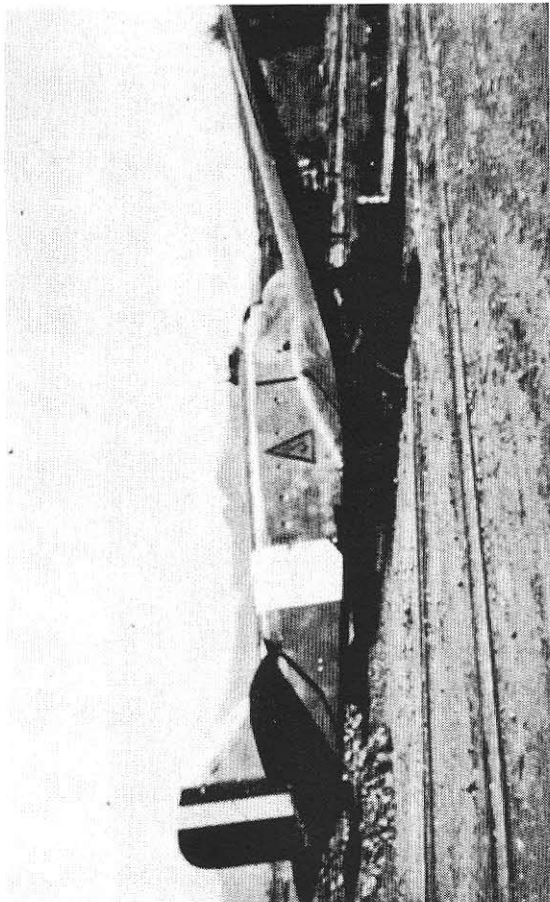
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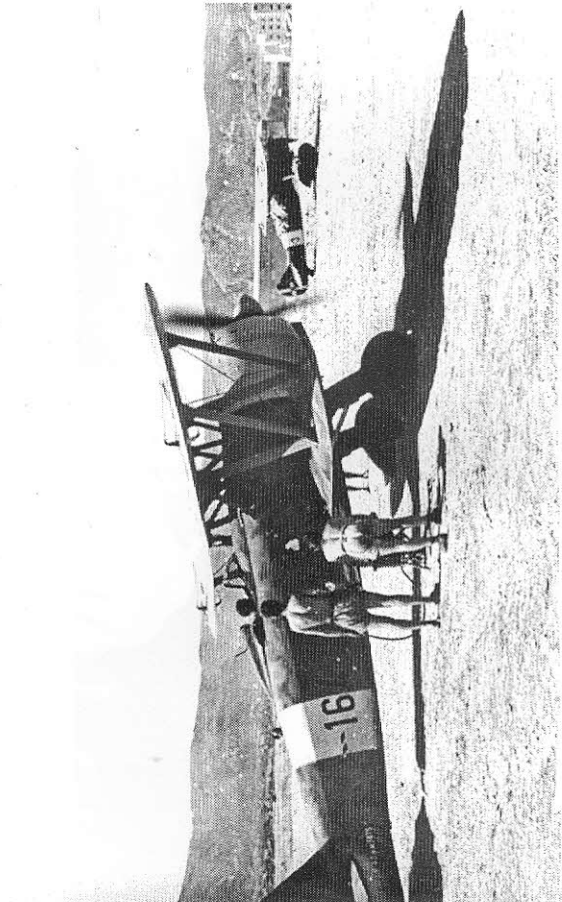
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7

Italian Wings over Iraq (1937-1941)

Part 2

Giancarlo Garelo

[Editor's note: This is a continuation of an article that began in SAFO #128. The entire article first appeared in the January-March 2006 issue of the late lamented Italian magazine, *Aero Fan*. It is reproduced here with the permission of Giorgio Apostolo, the editor of *Aero Fan*.]

Operation "Esigenza Iraq".

Italy's entrance into the war on 10 June 1940 notably threatened the strategic position of Great Britain in the Near East. In prospect was the potential for a dramatic scenario: the occupation of Egypt by Axis forces from the west and a concurrent occupation of the Sudan in the south by Italian forces from Italian East Africa would interrupt the Imperial lines of communication through the Red Sea. This eventuality would force His Majesty's Government to open new supply lines through the Iran, Iraq, and Syria.

On 16 April 1941, the British informed the Iraqi government that, in accordance with the reciprocal-assistance treaty, troops were to be transported by air from India to the base at Shaibah near Basrah. From there they would continue to Palestine. The operation, the actual intention of which was to reinforce British defenses in Iraq, was completed in two days to the great dismay of the anti-British head of the Iraqi government, Rashid Ali, who had asked in vain for the air bridge to be interrupted. On 29 April, despite the rigorous protests of Rashid Ali, further British forces were disembarked at Basrah. In retaliation the Iraqis mounted a show of force, surrounding the British base at Habbaniya with thousands of troops supported by artillery. The British responded by evacuating their civilian personnel and creating the Habbaniya Air Striking Force with the few Blenheim and Gladiator that had arrived in haste from Egypt and the training aircraft of No 4 Service Flying Training School (Audax and Oxford) that had been converted into improvised bombers. A small number of Wellington and Gladiator based in the Suez Canal Zone also flew to Shaibah at the end of April. At dawn on 2 May, the British unilaterally initiated

hostilities by bombing their opponent's positions around Habbaniya. Iraqi reaction was immediate, with heavy artillery attacks and air raids against the fortified base.

At that time the RIAF possessed four operational squadrons: No.1 (army co-operation) at Mosul with around 25 Audax-Nisr; No.4 (fighter) at Kirkuk with 15 Gloster Gladiator; No.5 (bomber) at Rashid with 15 Breda 65 and the 5 SM.79B; and No.7 (attack) also at Rashid flying 15 Douglas-Northrop 8A-4. The Savoias and Bredas made their combat debut that day flying against the Gladiators at Habbaniya. The Iraqis also engaged the British forces around Basrah where the RAF took the initiative by attacking Iraqi forces who had encircled the city and its port. At this point, with the hostilities becoming more widespread, both contenders turned their attention to increasing utilization of their air assets.

On 12 May, British air reconnaissance reported the presence of German aircraft in Iraq. These were the advance guard of a small air contingent force drawn from *Fliegerkorps VIII* (Athens) and composed of ten Me 110, 20 Ju 52, seven He 111, and two or three Ju 90. On 13 May, the first interception of a Blenheim on a reconnaissance mission over Mosul was recorded. The attacker was a Me 110 with temporary Iraqi insignia.

The arrival of a contingent from the Luftwaffe in the Mesopotamian theatre alarmed the British as this was proof of the complicity of the French High Commissioner in Syria, Gen. Dentz. Thanks to an agreement between Vichy and Berlin, the German aircraft arriving from Greece had been authorized to refuel in Syrian territory. In addition, Vichy had agreed to supply weapons to the Iraqi Army. On 15 May, two Blenheims, escorted by Tomahawks of No. 250 Squadron, attacked the Syrian airfield at Palmyra, damaging some transiting He 111 and Ju 52. With this action, hostilities were exported into Syrian territory.

In Italy, the complex machinery of "Esigenza Iraq" slowly ground into life. But it was only on May 14 that the first two S 82 departed from Lecce with 20

cases of machine guns. Other departures were made on 15 and 22 May, also with cargoes of light weapons and ammunition. According to the planning of the *Stato Maggiore Esercito*, the bulk of the supplies should have been sent to Salonika by rail, to continue by steamer to Rhodes, and from there to their destination by air. However, the dismal organizational capabilities of the Italian commanders failed to enable the rapid launch of the operation. Some tons of weapons, including a few 20/35 cannons, were transported to Iraq by S.82 on May 24, 25, and 28, but by then the operational situation was turning decidedly against Rashid Ali. Despite this, the preparation of a "special" fighter *squadriglia* to be sent in support of the Iraqis continued in Italy, albeit with the elephantine processes of the Italian bureaucracy.

Missione IQ

On the orders of *Superaereo*, the Italian Air Force High Command, on 12 May 1941, the 155^a *Squadriglia* (3^o Gruppo/6^o Stormo) equipped with CR.42 biplanes, left its normal base of Alghero to participate in "Missione IQ" in the Middle East. The unit, designated for the occasion *Squadriglia Speciale Iraq*, comprised twelve pilots; *Cap.* Francesco Sforza, commander, *Ten.* Adriano Porcù, *Ten.* Emilio Valentini, *Ten.* Arnaldo De Marich, *Ten.* Bruno Contaldi, *Serg.m.* Giuseppe Ravasio, *Serg.m.* Cormons Tieghi, *Serg.m.* Luigi Dondi, *Serg.m.* Riccardo Sala, *Serg.m.* Giuseppe Pacini, *Serg.* Angelo Squarzon, and *Serg.* Virginio Stella. The movement order specified civilian clothing and minimum baggage for the pilots and the 30 mechanics assigned to the mission. At Ciampino Sud, the personnel received tropical dress and were inspected by the Chief of Staff *Gen.* Pricolo. On 22 May, the *squadriglia* took on charge the following new-build CR.42, equipped with supplementary fuel tanks, cockpit armor, and Iraqi insignia: MM 7463, 7464, 7467, 7470, 7472, 7474, 7475, 7476, 7477, 7478, 7501, and 7511. *Col.* Sbernadori, head of the short-lived Air Force Mission to Iraq (20 May-1 June 1941) held a briefing with the pilots shortly before their departure that occurred at 1240 hrs. The formation, escorted by an S.79, landed at Valona after a two-hour flight, losing CR.42 MM 7511 that ran into a Ca 111. *Ten.* Contaldi, with injuries to his right eye, was taken to hospital and immediately repatriated. On the following day, eleven aircraft

resumed their flight to the island of Rhodes, arriving after 3 hours and 10 minutes at Gadurrà airfield where they were joined by two S.82 that brought supplies and some of the mechanics. The stopover on the Aegean lasted four days, initially due to the preparation of the offensive weapons and subsequently due to adverse weather. Another two S.82 arrived at the airfield with the remainder of the mechanics, together with two escort S.81, one of which was fitted with a powerful A310 radio station. Unfortunately, the latter was damaged on landing and withdrawn from use. Its immediate replacement was requested, and this was authorized through urgent operational procedures.

On 27 May, the *Squadriglia Speciale Iraq*, departed again, this time for Aleppo, where it landed after 2 hours and 40 minutes. Awaiting their arrival were a member of the Armistice Commission with France, the Italian Consul, and German officers. Four S.82 had earlier flown to Syria bringing the unit's technicians. On the 28th, the *squadriglia* arrived in Mosul in Iraqi territory, but the presence of many German aircraft and the excessive distance from the operational theatre resulted in the immediate deployment to Kirkuk, accompanied by the radio-equipped S.81. The ground support personnel and spares followed in a motorized column.

The first clash with the RAF occurred on 29 May. At the request of the Iraqi authorities, three CR.42 (flown by Porcù, Valentini, and Squarzon) were tasked with an offensive reconnaissance of Habbaniya some 270 km from Kirkuk. Over the airfield, a bitter combat broke out between the Fiats and three Audax-Nisr escorted by two Gladiators. The Audax of Flt Lt Webster came off the worst, but Wg Cdr Wightman in his Gladiator evened the score, downing CR.42 MM 7476 of *Ten.* Valentini, who parachuted to safety? The other two CR.42 returned to base with combat damage. Their pilots claimed two Gladiators destroyed and one probable.

On the land, the Iraqi troops were now in flight, and on 30 May Rashid Ali and his supporters, certain of imminent defeat, fled the country, leaving the Mayor of Baghdad to call for the suspension of hostilities. Despite this, in the early morning seven CR.42 were ordered to conduct an offensive reconnaissance over tented camps and columns of troops close to the capital. On their return CR.42s MM 7463 and 7477 were damaged due to the poor condition of the landing ground, the second being

completely destroyed. In the afternoon, four Italian pilots - Porcù, De Merich (*sic*), Dondi, and Sala - flew the last combat mission over Iraq, attacking troops and armored units at the gates of Baghdad.

In the evening, news came of the fall of the city while British flying columns were also approaching Mosul and Kirkuk. A few hours before the Iraqi government signed an armistice, the *Squadriglia Speciale Iraq* was authorized to evacuate its base. At the first light of dawn on the 31st, seven serviceable CR.42 departed for Aleppo followed by an escorting S.79 and an S.81 for radio communications. The remaining personnel and three pilots left Kirkuk in requisitioned vehicles and on the airfield Fiats MM 7470, 7473, and 7477, all unable to fly, were abandoned. In the late afternoon, British bombers attacked the Syrian airfield, burning the S.79, the final victim of *Missione IQ*. On 4 June, a new S.79 tasked with the direct escort landed at Aleppo, and on the following day the Italian formation made their final departure from the inhospitable Middle East. The CR.42s of *Cap. "Ciccio" Sforza* arrived safely at Rhodes and was amalgamated into the 161^o Gruppo CT, becoming its 164^a Squadriglia.

Sumany

While in Iraq, the small Italian unit registered 155 combat flying hours, firing 3800 rounds, and shooting

down one Hawker Audax. Four CR.42 and one S.79 failed to return from their brief operational tour in the Middle East.

A far heavier price was paid by the Luftwaffe: 14 Me 110, five He 111, and a number of transport aircraft were lost. Only four Heinkels, stripped of their military equipment, managed to return to Greece with some of the technical support personnel on board.

The RAF lost around 25 aircraft, the majority hit by small-arms fire during attacks against moving columns or RIAF facilities. On 20 May, a surprise raid by six Me 110 on Habbaniya caused the destruction of a DC.2, two Valentias, one 84 Squadron Blenheim, and damage to another two.

The main loser in the brief conflict was the Royal Iraqi Air Force, which in the first week of the encounters saw the destruction of nearly all its combat aircraft on the ground. There were very few air combat claims registered by the British pilots, but one of these regarded an SM.79B reported downed on May 3rd.

How the Italian-built Iraqi aircraft performed in the battles is not known, but it is clear that the possession of a mere twenty aircraft, even if well flown, was insufficient to change the outcome against such a tenacious and aggressive enemy as the British.

Captions for the photos on pages 19-20

All photos via Aero Fan

1. Iraqi Breda 65 no. 109.
2. Belly landings were frequent occurrence not only on account of engine malfunction, but also because Iraqi pilots were unfamiliar with retractable undercarriages. In this photograph we see Bred 65 no. 107 a little battered after a wheels-up landing, probably due to an engine failure.
3. Breda 65 no. 117 was also involved in a wheels-up landing. Judging for the propeller's condition, this time the engine was running.
4. Breda 65 no. 117 at Rashid airbase before the accident that befell this aircraft.
5. The S.81 equipped with a powerful radio station A310 was damaged at Rodi (Rhodes) on 25 May 1941, and had to be replaced by another aircraft. The triangular Iraqi markings are clearly visible at mid-fuselage.
6. He 111H-6 coded 5J+GM of 4./KG4 with spurious Iraqi insignia was damaged beyond repair at Aleppo, Syria, by the RAF.
7. CR.42 MM 7475 at Rodi-Maritza (Rhodes) right after its return from Iraq. The aircraft has been reconditioned with Italian colors and sports the 164^a Squadron codes (164-5).
8. As above.

The Hellenic Avro 504N/O

Stamatis J Andreou

The Avro 504N was a British elementary trainer biplane that was developed in the '20s after the very successful 504K of WW I. It was manufactured not only by A.V. Roe & Co. Ltd at Manchester, but also under license by 'Ergostásion Aeroplánon Falírou' (Faliron Aircraft Factory) near Athens, in the mid '30s. There was also the floatplane version, 504O, with Edo floats and a fin for better flying characteristics. The first batch of machines was powered by the 120-hp A.S. Mongoose or the 180-hp A.S. Lynx and the later batch by the 215-hp A.S. Lynx IVc. The Greek crews called them 'Avro Mongoose' or 'Avro Lynx' respectively.

1925: the 'Naftikí Aeroporía' (Naval Aviation) ordered the first 6 machines, while in 1929 there were 15 machines available (both -Ns and -Os).

1931: the 'Polemikí Aeroporía' (Air Force) had 5 machines available coded 'E20-E24', according an official document.

1934-35: EAF also manufactured a small number of machines.

1932 to 1938: at least 8 machines crashed; in most of the cases they were destroyed.

June 22, 1938: 'E24' crashed in Ekali, but trainee O. Stamatiou survived uninjured.

1940: the 'Ellinikí Vasilikí Aeroporía' (Royal Hellenic Air Force) had 18 machines available, powered mostly by the Lynx IVc. It is believed that at least 40 machines were operated until the outbreak of the 1940-41 war.

Colours & Insignia

During the whole of their service, the Hellenic machines were aluminum painted overall and had the Hellenic blue-white-blue roundel painted over and under the wings and their rudder also painted in blue-white-blue vertical stripes.

During their naval service they also carried fuselage roundels and black codes (e.g. '134', '137').

During their air force service, the fuselage roundels were deleted; known codes of this period are 'E8', 'E13', 'E17', 'E25', 'E33', 'E37' and 'E40'. In all cases, the code was also painted under the lower wing in the British way.

According to photos, '134', '137' and 'E30' were seaplanes, while 'E25' had the fuselage roundels deleted (ex-naval machine passed to the air force).

A number of machines were painted in the 'EVA scheme' before the October 1940 war and were -most probably- used as decoys.

In Kit Form

In 1989 Expomodels released a vacformed kit with white metal and photoetched parts – now a collectors' item.

In 2004 H.R. Model released a series of resin Avro 504N kits, well detailed with photoetched parts.

One could use the floats from A Model's #7254 MU-1 (soviet - made floatplane 504K) kit or maybe use a pair from Aeroclub #VA57 (vacformed floats set) and build the 504O version.

There are scale drawings of 504N in 'Aviation News' No 13/14 and in the H.R. Model kits.

Data:

1 x 120hp A.S. Mongoose or 180hp A.S. Lynx or 215hp A.S. Lynx IVc
Span: 10.97m
Length: 8.68m
Height: 3.31m.

1. Avro 504N 'E17'
2. Avro 504O '137'
3. Avro 504O 'E3?'

2Lt Stamatis J Andreou (HAF), SAFCH #1602, IPMS-Hellas #580, 1, Amigdaleas Str., GR - 413 35 Larissa, Greece.



JRF Goose, PBV Catalina, PBM Mariner & HU-16 Albatros, by Jorge Félix Núñez Padín. Serie Aeronaval #25. Febrero 2009. Landscape, 44 pages, 16 cm by 22 cm. ISBN 978-987-20557-4-5. E-mail: jfpadin@yahoo.com.

SAFCH member Jorge continues his series of booklets on Argentine military aircraft in the new landscape format. This format has the advantage over the small format he used previously by allowing for larger photos and color profiles. The new profiles (two to a page) are now 9 inches long. However, it is the "centerfold" profiles that are truly spectacular – a full 21 inches long.

The quality of the paper is still far in advance of any other aviation publication of my knowledge. The text and b&w photos are on paper of the quality of the better "art" books. But it is the paper used for the color photos and color profiles that shines – and they do shine. They are the equivalent of the best glossy paper from Kodak. This paper does proper homage to the excellent art work.

In this volume, Jorge breaks with his past presentations by presenting the history of more than one aircraft type. Covered are four Argentine float planes: JRF Goose, PBV Catalina, PBM Mariner, and UH-16 Albatross.

Chapter heading are: (1) "Introducción" one page. (2) "Historia" Goose 4 pages, Catalina 8 pages, Mariner 5 pages. Albatross 4 pages. (3) Técnica" 5 pages. And, (4) Historias Individuales" 5 pages.

The Argentine Navy operated six JRF-6B Geese (or is it "Gooses?"). Illustrations includes 10 b&w photos; 2 color profiles; one top view; and one color painting.

The Argentine Navy operated 14 Catalina: 5 Canadian Vickers PBV-1A Canso A; 5 Boeing Canada PB2B-1 Canso; and one Consolidated Model 28-5AMC Catalina IIA. Illustration include 23 b&w photos; one color photo; 2 color profiles, one color top view.

The Argentine Navy used 9 Martin:PBM-5 Mariners. Illustrations include 8 b&w photos, 2 color photos; 2 color profiles, one color top view, and a color cover painting. [When are we going to get a decently-priced kit of the Mariner?]

The 5 Albatross HU-16B used by the Argentine Navy are illustrated by 6 b&w photos; 5 color photos, 2 color profiles, and one color top view.

Don't let the Spanish text discourage anyone interested in float planes operated by the small air forces. This is an outstanding book at a ridiculously low price. This booklet is available from the SAFO Sales Service for \$17.00 in the US and \$20 elsewhere (postage included).



North American F-86F-30-NA Sabre, by Atilio Baldini and Jorge Félix Núñez Padín. Serie Fuerza Aerea #16. Enero 2009. 48 pages, 16 cm by 22 cm. ISBN 978-987-20557-5-2. E-mail: jfpadin@yahoo.com.

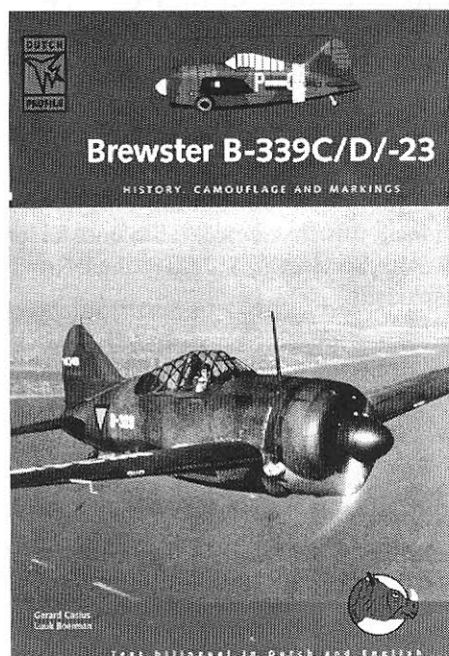
All the comments and praise heaped on Jorge's new landscape format in the review of Aeronaval #25 above apply equally well to this volume on the North American F-86F Sabre.

The FAA used 28 Sabres (s/n C-101 to C-128). During their service life, they carried a variety of color schemes: Besides the initial bare-metal finish they carried two closely related camouflage schemes: one with the top-side in three tones of greenish grey with the lower surfaces light blue-grey; and a later scheme that was similar to the previous scheme but with two of the grey greens replaced by light sand and light blue. One of the more interesting aircraft illustrated is a Sabre in the latter scheme with a ferocious shark mouth.

Chapter headings are: (1) "The Last Real Fighter" one page; (2) "Historia" 14 pages; (3) Técnica" 3 pages; (4) Historias Individuales" 6 pages; "Apendice" 4 pages ("Despliegues Operativos" and "Tripulaciones de Vuelo").

The illustrative content consists of 62 b&w photos, 13 color photos, 11 color profiles (including a Peruvian Sabre), a color 4-view drawing of the shark-mouth Sabre, a 2-page centerfold of a colorful Sabre of the Cruz del Sur demonstration team), and a color painting.

Don't let the Spanish text discourage anyone interested in Sabre operated by the small air forces. This is an outstanding book at a ridiculously low price. This booklet is available from the SAFO Sales Service for \$17.00 in the US and \$20 elsewhere (postage included).



Brewster B-339C/D/-23: Royal Netherlands East Indies Army Force, by Gerard Casius and Luuk Boerman. Dutch Profiles. www.dutchprofiles.nl. E-mail: info@kitatwat.nl.

This 48-page, A-4 size, soft cover book has text in both Dutch and English, 64 photos, 9 pages of color illustrations, a color cover photo, and 2 pages of tables.

If you're looking for a book on the operational history of the Dutch Brewsters, this is not it. Of the 22 pages of English text, only three cover the combat history. Better sources for this type of information are *Bloody Shambles* (Vol. 2) and *Buffaloes over Singapore*. However, if you, like I, have been confused about the various Brewster models that found their way to the NEI and Australia, this is THE book for you.

The authors describe the tribulations of the Netherlands Purchasing Commission (NPC) attempting to obtain modern fighters in the US. First they tried to take over the Belgian Brewsters, but were beat to them by the French and British. Then their efforts to purchase Brewsters directly from the factory were thwarted by the unavailability of engines. Finally they were able to obtain 24 Brewsters with 1100-hp motors (designated B-339C, s/n B-395 to B-3118) and 48 with 1200-hp motors (designated B-339D, s/n B-3119 to B-3116), and finally 20 Brewsters similar to the F2A-3 but greatly under powered

with 1000-hp motors (designated B-339-23, s/n B-3167 to B-3186).

All the B-339C's reach the Indies as did most of the B-339D. The exceptions to the latter were the much-photographed B-3119 that was retained in the US for further testing, and B-3162 to B-3166 that were selected to go to Dutch Suriname but were diverted to Australia. All the B-339-23 went to Australia (along with B-2119) to serve with the RAF and the US 5th AF.

Another 6 pages of English text describes the Dutch opinion of the 1200-hp B-339D as superior to the RAF's Buffalo Mk. I with 1100-hp motors and the equal to the Japanese Ki-43 Oscar. The difference was that most of the Dutch pilots were only a few months out of flight school while their Japanese opponents were veterans of several years of combat over China. [Ed; The US Marines at Midway were similarly unprepared to meet the veteran Japanese fighter pilots.]

A 2-page table lists all the Dutch B-339C and D by s/n and all B-233-23 by Dutch s/n, RAAF s/n, and US registration. Also included are notes on service use. [Ed: the tables are the only thing not translated into English. If some one would like to translated these, I would ask Dutch Profiles for permission to print it in SAFO.]

The modeler will be enchanted by the selection of color schemes illustrating the Brewsters with national insignia consisting of orange triangles, tri-color flags, RAAF roundels, or US stars. These include: seven color 4-view drawings (B-3119 NX341B, US Army 3119, B-3100, B-3114, GA-P, B3-186, A51-15; six color 2-view drawings (B-3110, B-3107, B-3132, B-3111, B-395, B-3141, and four color profile drawings (5th AF 312, RAAF A51-1, 5th AF 313. Japanese B-339C/D). A decal sheet of Dutch Brewster markings in 1/72- and 1/48-scale is also available from Dutch Profiles.

Buffalo Buffs will be pleased to know that a reproduction B-339C has been built for the Dutch Military Aviation Museum at Soesterburg.

The Dutch Profile of *Brewster B-339C/D/-23* is highly recommended for all interested in the unjustly maligned, but always intriguing, aircraft.



La Reissance de la Force Aérienne Israélienne Heyl Ha'Avir: 1948-1949, La Guerre d'indépendance. Ciel de Guerre #17 Janvier-Février-Mars 2009. 84 pages soft cover. Published by TMA, 75 rue Claude Decaen, 75012 Paris, France. € 14 plus € 8 postage to US.

The text is in French, but the book is well illustrated with 222 photos, 65 color profile drawings, and four color 4-view drawings. To support my contention that this is the most profusely illustrated book ever produced on the Israeli War of Independence, allow me to list the color illustrations. Color 4-view drawings: Israel Spitfire IXC & IXE & P-51D Mustang. Egyptian Spitfire VC. Color profile drawings: Czechoslovakia: Avia C-2 & CS-199. Egypt: Avro Anson, Spitfire VB, VC & IXC (3), Douglas C-47 (2), NA T-6, Fiat G.55A, Macchi MC.205V (2), Hawker Fury. Jordan: DeH Dominie. Iraq: Hawker Baghdad Fury. Israel: Douglas C-47, Avia S-199 (9), Auster APO III & APO V, Miles Aerovan, Lockheed Lodestar & Hudson, Curtiss C-46, DeH Dominie (2), NA P-51D, Bristol Beaufighter (2), Noorduynd C-64 Norseman, Vultee BT-13 (2), Republic RC-3 Seabee, Grumman G-44 Widgeon, NA T-6, Boeing B-17G, Spitfire IXE (7). Panama: C-46 (2). RAF: DeH Mosquito & Hawker Tempest. UN: Airspeed Consul; Douglas C-47, Auster APO 6, DeH Dominie. VQ-: RWD-8 & 13, DH-89A Dragon Rapine, & DH-82C Tiger Moth. Yugoslav: Spitfire IXE.

Another exciting feature of the book is a table of aircraft lost to all causes by all participants. Listed are: date, location, type of aircraft lost, nationality and unit, registration or serial number, names of crew injured or killed, cause (e.g. accident, anti-aircraft, aerial combat), and (if aerial victory) name of victorious pilot and type of aircraft. For most entries, reference to the main text will reveal photos and color drawings of the aircraft involved. This is a great help to potential illustrator and to the modeler wishing to add to a collection of dog-fight doubles, e.g. Israeli Spitfire against Egyptian Spitfire. Or, for the more adventurous – an Israeli P-51D shooting down an RAF Mosquito.

There is no question in my mind that *Force Aérienne Israélienne 1948-1949, La Guerre d'Indépendance* is the best illustrated book on the subject and is enthusiastically recommended to everyone, history enthusiast or modeler.

Saab 35 Draken in the Finnish Air Force by Jyrki Laukkanen; 2006, hard bound, 192 pages, Finnish and English text, ISBN 952-5026-55-8, 15 Euros.

This volume is the most detailed and lavishly illustrated history of the J-35 in Ilmavoimat service currently available and is likely to meet the needs of enthusiasts for many years to come. A total of 48 Draken were purchased by Finland and its operational career spanned a period of 28 years. The Draken was the first all-weather interceptor in Finnish service and introduced new concepts in training and operations to this air force as well as new production requirements for the Finnish aerospace industry.

The author, a retired air force pilot, spends the first several chapters covering the development, versions, designations, procurement, production, and deliveries of the J-35 Draken. The remaining two thirds of the book are devoted to the operation of the J-35 in the Ilmavoimat – its service at the flight-test center and with the Hame, Lapland and Satakunta wings.

The extensive use of color photographs (nearly two per page) is this book's greatest value. Every operational aircraft has a minimum of two photos depicting initial and final colors and markings. Special event color schemes

and presentation marking are also reviewed.

For the fan of the Finnish Air Force, and aficionado of the unique J-35, this book comes highly recommended. Tom Roeh, SAFO # 1709. [Reviewer's note: This volume was sent to me by my long-time friend and pen pal, Veikko Timonen.]



La Luftwaffe Attaque Paris: 3 Juin 1940, Operation "Paula". Batailles Aeriennes #47. Lela Presse, 29 rue Paul Bert. 62230 Outreau, France. E-mail: contact@avions-bateaux.com. Website: www.avions-bateaux.com.

Seldom do we find a book devoted to a single day of aerial combat. The chapters are [pages/photos] (1) Prélude à la Bataille [2/5]; (2) Effectif de l'Armée de l'air [10/14] and Order of Battle for both the Luftwaffe and the Armée de l'air; (3) Enigma: les français savaient [1/1]; (4) La DAC Parisienne [5/11] with map and table of batteries; (5) Les batteries de 90 mm de Marine [2/6]; (6) 3 juin au matin: L'attente [3/7]; (7) Les opérations aériennes autour de Paris [29/69]; (8) Journal de marche du CG I/6 [1/0]; (9) Interception de retour [8/22]; (10) Une DCA impuissante [2/5]; (11) Les bombardements [7/24]; (12) Bilan des combats aériens [7/9] and a 3 pages listing combats.

In the usual Batailles Aeriennes format, the well-reproduced photos cover Luftwaffe and French aircraft as well as ground equipment, e.g. anti-aircraft guns.

The color profile drawings, as usual, are beautifully rendered: Ju 88 (2), Me 110 (1), Bf 109 (7), Bloch 152 (5), Dewoitine D.520 (3), Curtiss Hawk (1), Ms.406 (2), and Belgian CR.42 (1).

This book is recommended to all students of WWII who are not intimidated by the French text.



Koursk: Le choc des Titans. (2^{ème} partie) Batailles Aeriennes #48. Lela Presse, 29 rue Paul Bert. 62230 Outreau, France. E-mail: contact@avions-bateaux.com. Website: www.avions-bateaux.com.

This is the second part of Lela Presse's account of *Les combats aériens* during the epic Battle of Kursk. This 80-page volume is in the usual Lela Presse's format. It consists of a French text, 135 well-chosen photos (of air and land equipment and personnel, from both sides), an informative map, 8 pages of tables, and 37 excellent color profiles: German: Bf 109G (3), Fw 189A (3), Hs-129B, Ju 87D (5), Ju 88B, Ju 88C, Fw 190A (4), & Fi 156C. Russian: La-5FN (4), Pe-2 (2), Pe-8 (4), Li-2 (2), Yak-9T, Yak-7B (4), & U-2VS.

Batailles Aeriennes #48 is another fine publication from Lela Presse, and is highly recommended to all enthusiasts, both historians and modelers, of the conflict on the Eastern Front during WWII.



RAAF Colour Schemes & Markings 1931-1951 Part 2. Aviation History Colouring Book #66. Ian K. Baker, 31A Mercer St., Queenscliff, VIC. 3225, Australia. E-mail: ianbaker@arc.net.au.

Part 2 of this series covers the 1930s with Ian's excellent drawings of the color schemes for RAAF Wapiti, Bulldog, Gipsy Moth, Demon, Cadet, Gannet, Anson, and Seagull. All aircraft are in an overall aluminum schemes with minor variations in placement of serials, etc. The text covers: the colors (silver, Nivo, grey green, & dark green) with FS 595 equivalents, national insignia, and special markings. A "document" section consists of a reprint of the official correspondence regarding the special markings to be applied to Demon aircraft.

There's not any exciting color schemes for the modeler, but at least one of these aircraft should be included in any collection representing the history of the RAAF.

[Ed: As usual, Ian's description of the contents of his booklets is "right on", and is reprinted here without apologies.]

"The second of several booklets taking a look at the colour schemes, camouflage and markings worn by aircraft of Australia's air force over thirty years of continuous change, from 1921 to 1951. This one covers RAAF colour schemes and markings of the 1930s.

"The 1930s commenced with the worldwide trauma of the Great Depression and concluded with the start of the catastrophe that would become World War Two. But the casual observer might well find nothing much to report

about RAAF colour schemes and markings of those in-between years of the 1930s, passing it all off as just 'silver' with national markings and that's about it. Actually, there was more to it than that.

"Anyone concerned with getting it right, whether building a model, having an interest in RAAF history, or simply assembling a collection of information which will be handy one day, should find something of interest here.

"This booklet sets out and illustrates the nature, sequence and chronology of all the changes to national insignia, presentation of serials and some new markings, as well as various colour scheme details. Following the Briefing section which sets out and explains the essentials, individual examples of nine of the most significant aircraft types are looked-at closely through finely-wrought ink drawings with accompanying explanatory notes. Then there is the Documentary History section in which readers may see for themselves how and why the special markings of two squadrons, 21 and 22, and only those two, were introduced."

Ian's booklets are obtainable from Ian Baker. Payment must accompany your order. No credit cards. Booklets are also stocked by several specialist bookshops & hobby shops in Australia and overseas. Find them on the Internet. USA: M&Models (Illinois). UK & Europe: Mushroom Model Publications (Herts.) Australia: Aeroworks, Hyland's Bookshop, Just Planes, Military Melbourne, Platypus Publications, and Red Roo.



RAAF Colour Schemes & Markings, 1921-1952: Part 3. Aviation History Colouring Book, #67.

This is the third in a series of booklets that take a careful look at the color schemes, camouflage and markings of aircraft of the RAAF over thirty years of continuous change, 1921 to 1951. This volume studies the RAAF's first-ever aircraft camouflaging instructions, issued soon after the commencement of World War Two.

In the months immediately following the declaration of war in September 1939, the RAAF attempted to introduce aircraft camouflage by following the lead of the RAF. However, because of the delay in receiving documentation from England and the RAAF's confusion over the specification they did receive, the results were anything but "standard".

In the introduction, Ian Baker explains: "Assembling the content of this booklet encountered problems many old documentation are now missing, which is no doubt why previous writers have always tended to skip quickly and rather vaguely over this period. This booklet sets out what those problems are and studies ways in which we can get past them to draw certain useful conclusions"

The book is divided into three main sections. (1) "Background" briefly describes the development of the RAAF and the Australian aviation industry up to September 1939. (2) "Camouflage Colours & Markings Late 1939 - Early 1940" describes the RAF's development of "Aircraft General Instruction No C.11 of 22 September 1939" and the problems of interpreting "Camouflage Schemes" and "Camouflage Colours". (3) The third section consists of scale tone-drawings of the following aircraft: Wapiti Ila A5-12 'Y'; Demons A1-53 'Y' and A1-30 'C'; DC-3 A40-3; Anson A4-26 'B'; Wirraway A20-21 'R'; Short S-23 A18-11; and Hudson A16-6.

Smaller sections list the serial numbers of the DC-3s, Hudsons, and Short flying boats with notes. And, a transcription (with notes) of "Aircraft General Instruction No C.11".

A couple of points that illustrate the usefulness of this book: (1) On 1 September 1939, the first-line strength of the RAAF consisted of 7 Wirraways, 54 Demons, 21 Seagull Vs, and 82 Ansons, plus 82 trainers. (2) The Commonwealth

AHCB #57 should be of interest to all enthusiasts and modelers interested in RAAF aircraft in the earliest days of World War Two. For ordering information, see the review of AHCB #66 above.

Lars continues to update his Hercules Production List to include c/n 5605 delivered to the USMC in February 2009. Predicted deliveries extend to c/n 5697 in October 2012. New orders include India (6), Qatar (4), and UAE (12).

find that c/n 4714 was a C-130H delivered to the EAF 7701, registered SU-BAC/1272, that crashed "on touch-and-go Evening after dark".

Lars writes, "There is still much information missing of ex-us C-130As and C-130Bs in Africa and Latin America (Mexico!). I need to know more about the ties between LAC construction numbers and the different countries' registrations. All details are welcome, Can you help?"

Order from: Lars Olausson,
Örnsuddevägen 234, S-530 32 Sätanäs,
Sweden. £ 10, € 15, US\$ 18, cash in
envelope

Fokker D.23, 1/72 scale injection-molded kit by RS Models (Czech Republic). Price 350 Cz Kr. (22 Euros).

The D.23 is a very attractive single-seat twin-engine push-pull fighter prototype that the Fokker Company was testing at the brink of World War Two. Only one was built and it had less than four total flying hours before the Germans overran Holland. Surprisingly, the D.23 survived the German attacks on Fokker's Schiphol factory May 1940 with only minor damage. The Germans showed much interest in the aircraft, especially its nose wheel construction. But unlike many other Fokker aircraft it never flew for the Luftwaffe. Bit by bit it was dismantled and the two Walter Sagitta engines were removed and shipped back to Czechoslovakia.

The RS kit comes in a cardboard box containing 49 perfectly-formed injection-molded polystyrene parts and one transparent one. The lower surface of the wing comes as a single unit, while the upper surfaces come in left and right panels. The fuselage consists of the usual left and right

halves. Details are crisp and sharply molded. Panel lines are engraved and smaller parts such as the landing gear doors have raised detail. In general, the parts fit well, even though there are no hole-and-pin connections. You will need to remove several protruding ejector pins that were used in the molding process.

Information about this aircraft was published in 2007 in a Dutch booklet by Mr. Willem Vredeling. The text and photos are a great help when building this model. A study of this book reveals a few minor errors in the kit, but let us be thankful that the Czechs have put this kit into production. Knowing the Czechs, they probably soon will come up with a resin and etched-metal detail set for some of the missing fiddly bits.

Since only one prototype of the D.23 was built, marking schemes are limited. The instruction sheet illustrates the camouflage scheme for the prototype in the pre-war dark green, chocolate brown, and sand. The decal sheet provides markings for the D.23 at two different times. The first represents the aircraft as a

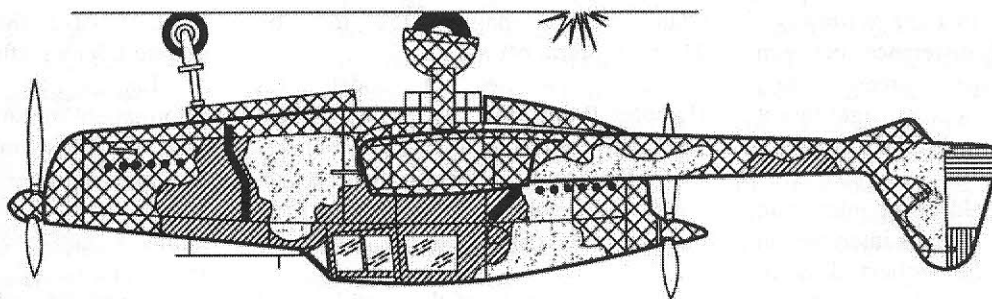
private company machine using registration X-4. The other represents the same machine after mobilisation in October 1939 when all military aircraft carried the orange neutrality triangles.

Another scheme the modeller might consider is that of the mock-up displayed by Fokker at the 1938 Paris Aero Salon. See the attached drawing.

RS Model's Fokker D.23, is a nice kit of a plane that is a great example of Fokker's inventiveness at the end of the 1930's.

Frans Scheve, (SAFCH #890) The Netherlands.

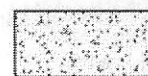
[Ed: Frans writes: “The 3-view drawing is one of my first attempts drawing a camouflage scheme using a computer. As far as I can tell, this is the first time this scheme has been illustrated and SAFO will be the first to publish it. The e-mail address for RS-Models is: rsmodels@rsmodels.cz. Their website, www.rsmodels.cz gives a detailed listing of dealers of this kit for US, EU, and beyond.]



chocolate brown

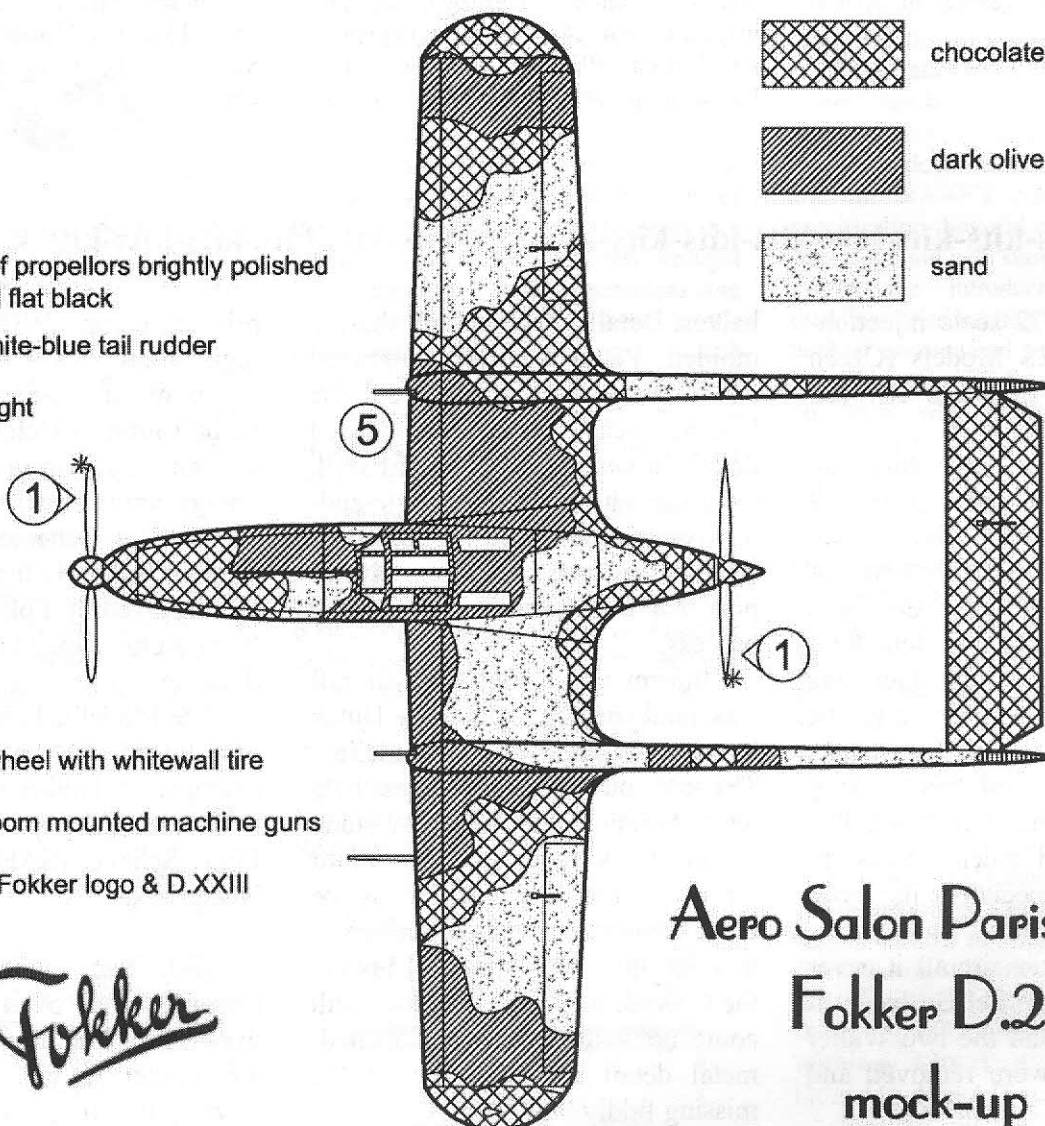


dark olive



sand

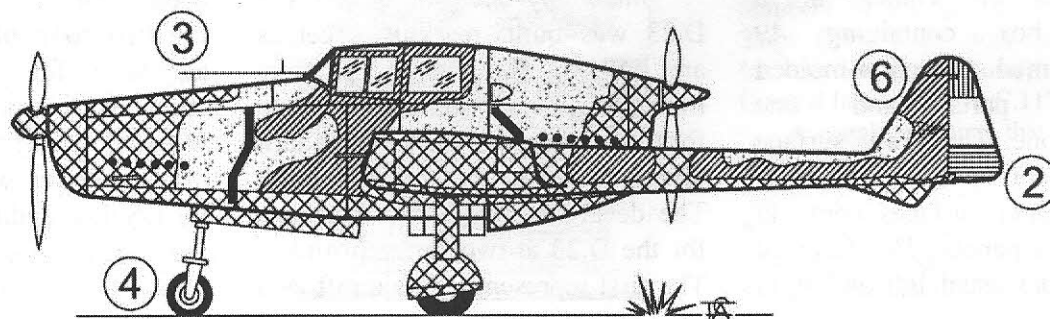
- ① front of propellers brightly polished inward flat black
- ② red-white-blue tail rudder
- ③ gun-sight



- ④ nosewheel with whitewall tire
- ⑤ twinboom mounted machine guns
- ⑥ white Fokker logo & D.XXIII

Fokker

Aero Salon Paris 1938
Fokker D.23
mock-up





Arado Ar 96 Colours & Markings. 1/48-scale decals with booklet. MarkI/4+ Dozen Set MKD48002.

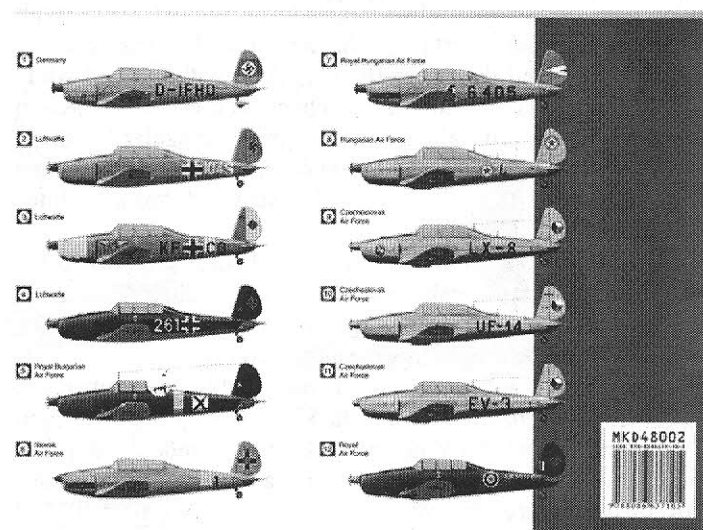
This, the second in the MarkI/4+ *Dozen Set* series, consists of a 32-page A-4 size soft-cover landscape-format booklet and a 1/48-scale decal sheet covering 12 different Arado 96: Luftwaffe (4); Bulgaria (1); Slovakia (1); Hungary (2); Czechoslovakia (3); and RAF (1). Each aircraft receives 2 pages of coverage: one page with from one to two contemporary photos and a full-page color 4-view drawing – all relating the aircraft featured on the decals. Sprinkled throughout the booklet are 16 color photos of details of museum Ar 96s, 2 black-and-white photos of the instrument panel, and 3 sketches of interior detail.

The Bulgarian Arado is particularly interesting in that it is configured as a light attack aircraft with under-wing bomb racks and the rear cockpit opened up and fitted with a machinegun. This would be a simple, but eye-catching, conversion for the modeler.

Two different insignia are provided from the Hungarian aircraft: the pre-war chevron and the post-war star in circle (sometimes misinterpreted as North Korean). The publisher missed a great opportunity to include the war-time cross insignia and the post-war triangular insignia that resembles that of Lebanon. [Ed: For these and other exotic Ar 96 color schemes see the Czech publication *Ilustrovana Historie Letectvi* (1992) ISBN 80-206-0219-4.]

The *Dozen Set* is published by and distributed by Mark I which is the exclusive distributor of all “4+” publications. In the USA the whole range of 4+ publications is carried by Stevens International; in Australia by Platypus and Hylands Bookshops; in the UK by Midland Counties, Aviation Book Centre Ltd, LSA Models, The Aviation Bookshop, and Hannants. The recommended retail prices are: £ 19.20, \$ 30.00, AU\$ 42.00, € 23.00. The same booklet, but with 1/72-scale decals is available for the same price as MKD72002.

[Ed: This booklet with the 1/48-scale decals is available from the SAFCH Sales Service for the above price minus 20%.]



The large (250 mm by 195 mm) decal sheet contains all the markings to make all 12 aircraft including national insignia, codes, unit insignia, and other small markings. The decals are in perfect register and brilliant colors.



Bücker Bü 131 Colours & Markings. 1/72-scale decals with booklet. MarkI/4+ Dozen Set MKD72003.

This, the third in the MarkI/4+ *Dozen Set* series, consists of a 32-page A-4 size soft-cover landscape-format booklet and a decal sheet covering 12 different Bucker Bü 131: Luftwaffe (2), Dutch, Hungarian, Czechoslovak (3), Swiss, Manchukuo, Japanese, Croatian, and Spanish.

Each aircraft receives 2 pages of coverage: one page with from one to three contemporary photos and a full-page color 4-view drawing – all relating the aircraft featured on the decals. Sprinkled throughout the booklet are 9 color photos of details of a museum Bü 131, 7 black-and-white photos of museum aircraft and 3 sketches of interior detail.

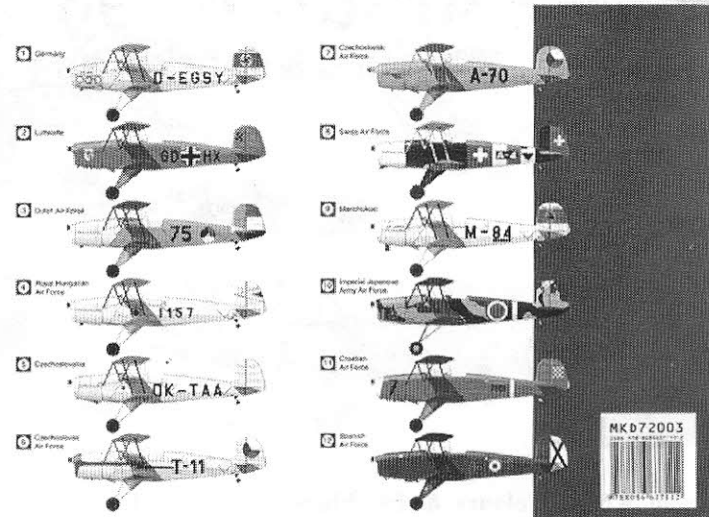
Most of the aircraft are “pearl white, with natural metal panels and black inter-plane struts and wheel discs. However,

there are some sticking color schemes. Some of the more interesting are the Dutch Bü 131 '75' in light-blue with the Dutch flags on the wing; the Czechoslovak Bü 131 'T-11' with red and white 'sun bursts' on the top of both wings and the horizontal tail; and the Swiss Bü 131 'A-4' with red and white stripes all over. The most striking scheme is the Japanese Ki-86 in overall orange with black and dark green irregular bands on all surfaces. The most unusual small-air-forces subject is the Manchurian Bü 131 'M-84' in the standard "pearl white" scheme

The large (100 mm by 195 mm) decal sheet contains all the markings needed to make all 12 aircraft including national insignia, codes, unit insignia, and other small markings. The decals are in perfect register and brilliant colors.

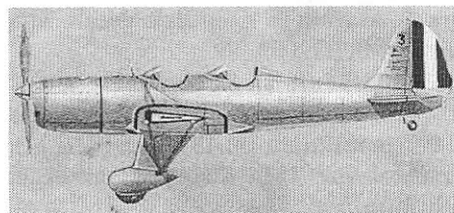
This book and decal sheet are highly recommended. However, if you have only one Bü 131 kit in the loft, you will have a terrible time deciding which aircraft to model. And then you'll have to decide what to do with all the left over decals. Most of the national insignia can be used on other aircraft. And some decals have other uses. For example, the Olympic rings for 'D-EGSY' can be used on a Condor Legion Bf 109.

For information on ordering 4+ publication see the previous review. The same booklet, but with 1/48-scale decals is available for the same price as MKD48003.



[Ed: This time we have a whole flock of **All Scale Decals** to review. Each set consists of a sheet of well-reproduced decals with the many items printed on the background color of the aircraft. While this avoids having the cut around complicated decals, it does require the modeler to carefully match his paint to the background color of the decals. Each set also includes a color drawing of the aircraft and a tone drawing showing the placement of the decals.

These decal sheets are available from the SAFCH Sales Service at the price indicated. Or you can write directly for prices to All Scale Decals at 757 Emory St., #106, Imperial Beach, CA 91932-2231, USA. E-Mail: allscalemodels@yahoo.com.]

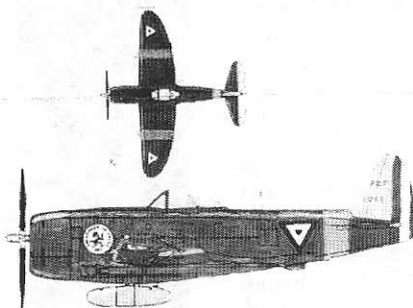


Ryan STM-2, Mexican Air Force. 1/48-scale decal.

Six Ryan STM trainers were supplied to the Mexican Air Force in 1937. This small (90 mm by 50 mm) decal sheet is designed for the Testors kit

and consists of 4 national insignia, rudder stripes, and inscription for the vertical fin. Aircraft was all silver. [Ed: For the complete story of the Mexican STM, see SAFO #28.]

This sheet is available from the SAFCH Sales Service for \$2.00 plus postage.

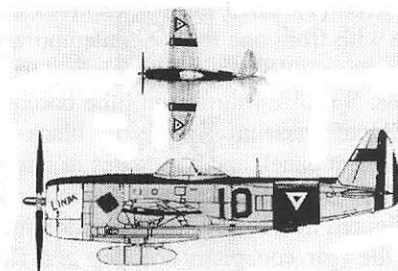


Republic P-47D Mexican Air Force, 1/48 scale decals.

A very colorful Thunderbolt in overall green with yellow bands on fuselage and wings, pistachio vertical fin, and white rudder and elevators. The 80 mm by 90 mm decal sheet provides 6 national insignia, 3 yellow bands, rudder stripes, unit insignia, inscription 'PZT 1011' for vertical fin, and instrument panel.

This sheet is available from the SAFCH Sales Service for \$4.00 plus

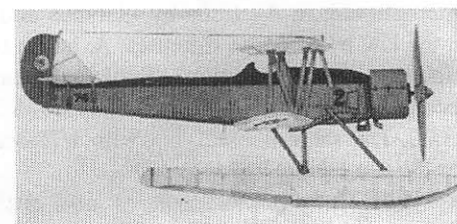
postage.



Republic P-47D Mexican Air Force, 1/72 scale decals.

This overall light-grey Thunderbolt features blue bands on the fuselage and wings. The 125 mm by 85 mm decal sheet provides 6 national insignia, 3 blue bands, rudder stripes, blue fin flash with 'PZ.T.' inscription, codes '10', unit insignia, and instrument panel.

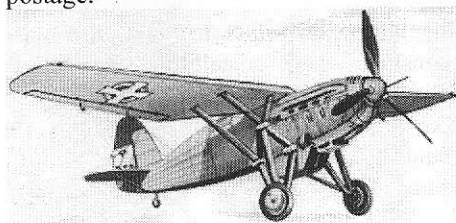
This sheet is available from the SAFCH Sales Service for \$4.00 plus postage.



Blackburn Shark, Portuguese Air Force. 1/72 scale decals.

These decals (50 mm by 75 mm) are directly from the Frog/Novo kit. Included are 4 Portuguese national insignia, 2 coat-of-arms insignia for the vertical fin, and serial numbers. The aircraft had silver wings and tail, the engine cowl, fuselage, struts, were light grey, and the floats were silver. Top of fuselage was black.

This sheet is available from the SAFCH Sales Service for \$2.00 plus postage.



Ikarus IK-2, Yugoslav Air Force. 1/72 scale decals.

This small (65 mm by 80 mm) decal sheet provides 4 national insignia and rudder stripes (with inscription) for the Guano kit. The aircraft is all silver.

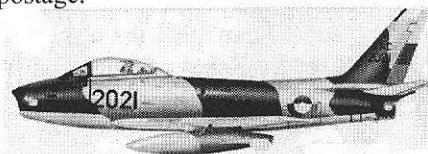
This sheet is available from the SAFCH Sales Service for \$2.00 plus postage.



English Electric Canberra B.6, Peruvian Air Force. 1/72 scale decals.

The decal sheet (90 mm by 105 mm) contains 4 national insignia, rudder stripes, and code numbers. The aircraft is over all natural metal. The photo in the instructions shows '244' carrying a variety of underwing rocket projectiles and air-to-surface missiles.

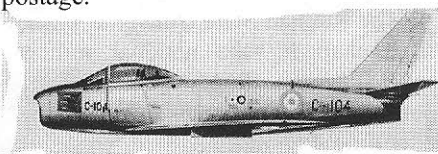
This sheet is available from the SAFCH Sales Service for \$4.00 plus postage.



North American F-86F Sabre, Colombian Air Force. 1/72 scale decals.

Here is a real exotic bird: a Colombian F-56F in a camouflage of olive green and medium grey over light blue. The small decal sheet (110 mm by 37 mm) provides 6 of the complicated Colombian nation insignia (4 for the wings and 2 for the fuselage), the rudder stripes with inscription, and the serial numbers.

This sheet is available from the SAFCH Sales Service for \$4.00 plus postage.

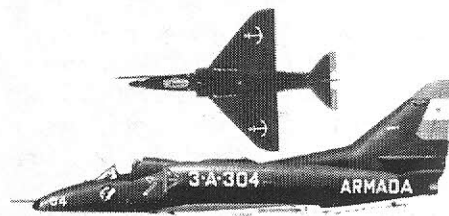


North American F-86F, Argentine Air Force. 1/72 scale decals.

This Argentine Sabre is natural metal overall with some areas polished and others light grey. The small (100 mm by

27 mm) contains 4 national insignia, fin flash (without yellow sun), codes, red warning stripe, 'rescate' arrows, and assorted small symbols.

This sheet is available from the SAFCH Sales Service for \$2.00 plus postage.



Douglas A-4Q Skyhawk, Argentine Navy. 1/72 scale decals.

This is probably the "pick of the litter". Decals are provided for an Argentine A-4Q Skyhawk (0657) of the 3^a Escuadrilla Aeronaval de Ataque, 3^a Escuadra that was deployed to Rio Grande during the Falklands operations. The 132 mm by 70 mm decal sheet provides both the black and white anchor wing insignia, rudder and elevator blue/white/blue stripes, codes '3A-304' and '04', s/n '0657', 'Armada', unit insignia, intake warnings, and various small symbols. The aircraft's color scheme is sea blue over grey. This is a very complete decal set for a colorful and historically important aircraft.

This sheet is available from the SAFCH Sales Service for \$4.00 plus postage.

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[Ed: John Cochrane runs a website (www.aircraft-insignia.com) where he displays the current national insignia for all the air forces of the world. He writes to discuss his progress and to ask for help.]

"In keeping up the website, I am determined to back up drawings of current roundels with photo evidence. I need some help! A photo of the new Chad roundel appeared in an issue of Air Forces Monthly in 2008, but I've lost that issue. It was in either the January, July, August, or December issue. I would appreciate if any SAFO reader who has these issues would look for this photo

and let me know which issue has it so I can order the issue from Key Publications.

"Other news: South Sudan became semi-independent in 2008 and formed a defence force. An official note from their government told me that they have passed through their parliament the formation of an air force, but have not yet considered a marking (Nor do they have any aircraft - I assume!). Same with Somaliland (although they have sent me an illustration of their insignia). Kosovo and East Timor have also responded to my request, but no illustrations as yet.

"As you can tell I am very persistent, and very patient! At least I have drawings and photos of Transnistria and Abkhazia."

John Cochrane (SAFCH #905), jcochrane2@googlemail.com.

"I have been toying with the idea of doing a summary of the small air forces content of selected websites. Dan Hagedorn made some telling remarks a couple of years ago on the fact that the internet has caused the publishing of traditional 'hard copy' sources to

The down side of this is that once the website goes offline, the information is gone, unlike print media where a copy remains in a library where it can be consulted later.

"As an experiment, here is a summary/translation of a post on the Albanian-language web site, Filma Shqip Forum. The first 14 pilots of the first Albanian fighter squadron (1951) were: Babaqe Faiku (Commandant), Vasil Trasha (commissar), Peco Polena, Thanas Gjinkurt, Eimaz Hasan Mataj, Haki Jupasi, Masar Aga, Hektor Lako, Irakli Grazdhani, Hasan Shyti, Lulo Musaj, Vasil Qeraxhi, Sazan Xhefa, Refat Kasimati.

"Albanians trained as pilots before WW II:

- Aleksander Moisu: A soldier in the Austro-Hungarian army. Learned to fly in France. Afterwards lived in Germany.
- Shemsi Tahiri: Born in 1914 at Tepelene, Albania. Trained at the Italian aviation academy. Emigrated to Britain and served in the RAF during WW II. After the war was the personal pilot of the king of Saudi Arabia. Died 1967.
- Faik Quku: Born at Shkoder, Albania in 1895. Graduated from the Turkish military academy in Istanbul. In 1921 learned to fly at Saint-Sirrit in France.
- Stefan Xhaja: Born at Elbasan, Albania in 1900. Learned to fly at the Greek aviation academy. Killed in a flying accident in Greece on April 30, 1930.
- Avni Xhaxhuli: Born at Leshkovik, Albania in 1890. Graduated 1912 from German military academy and in 1917 became a pilot with the Turkish air service.
- Hysen Borovina: Born 19 May 1922 in Pristina, Kosovo. In 1943 graduated from the Italian aviation academy.

"I also know from other sources that King Zog's nephew was a cadet at the Italian aviation academy in April, 1939; I have no idea if he graduated, but given the politics surrounding the Italian occupation, I doubt it."

Susan Cross (SAFCH #65), USA.

[Ed: Denys Voaden sent me a clipping from the Washington Post announcing the death of Vladimir Kabes, the son of the founder of the Czech firm of Aero. I relayed this information to Jiří Jakab, the publisher of the excellent books frequently reviewed in SAFO. Jiří's reply follows.]

"The firm Aero was established 10 January 1919 by Mr. Kabes, Mr. Kouril, and Mr. Merta. From 1921 the owner of Aero was the Kabes family only. Vladimir Kabes, who died this year, was the son of founder. The younger Kabes emigrated from Czechoslovakia 1948 after the communist putsch. His father had died shortly after WWII.

"I am very interested in Czechs from our and American aviation history. If anyone knows how to contact Mr. Kabes' family, I would be very happy to hear from them. And, if any of our readers have information about Czechs in American aviation it would very nice to hear for them."

Jiří Jakab (SAFCH #1691). Snail-mail: Jiří Jakab, Nevojice 144, 685-01 Bučovice, Czech Republic. E-mail: jakab@razdva.cz.

"The Russian State Duma has passed a law changing the national military aircraft insignia, RIA Novosti recently reported. The traditional five-point red star will now be outlined with white and blue borders. The new insignia will appear on all military aircraft, including border guard and transport vessels. The new law also suggests placing the Russian tricolor flag on military transport planes flying abroad, as a sign of national identity. The law also permits the painting of additional identity marks, side numbers, proper names, heraldic symbols and trademarks on state aviation aircraft upon approval of the authorities. The Air Code will be changed in compliance with the new law.

"I'm not certain, but I found this photo on a Russian website not too long ago. This may be what they are describing.



The horizontal white band on the rear clamshell door usually distinguishes helicopters of the Border Troops."

[Ed: Try as I might on PhotoShop, I couldn't bring out the red disc in the center of the blue star.]

"The use of the Russian tricolor in addition to the star has been common-optional for some time now, dating back at least to the mid 1990s. More recently, I've seen the tricolor displayed, sometimes with the Romanov double-headed eagle superimposed, positioned on the fuselage side or by the air intakes. Long ago, in the early 1990s the Russian navy replaced completely the old Soviet navy flag with the old-new Saint Andrews Cross jack."

George Mellinger via Terry Love (SAFCH #229), USA.

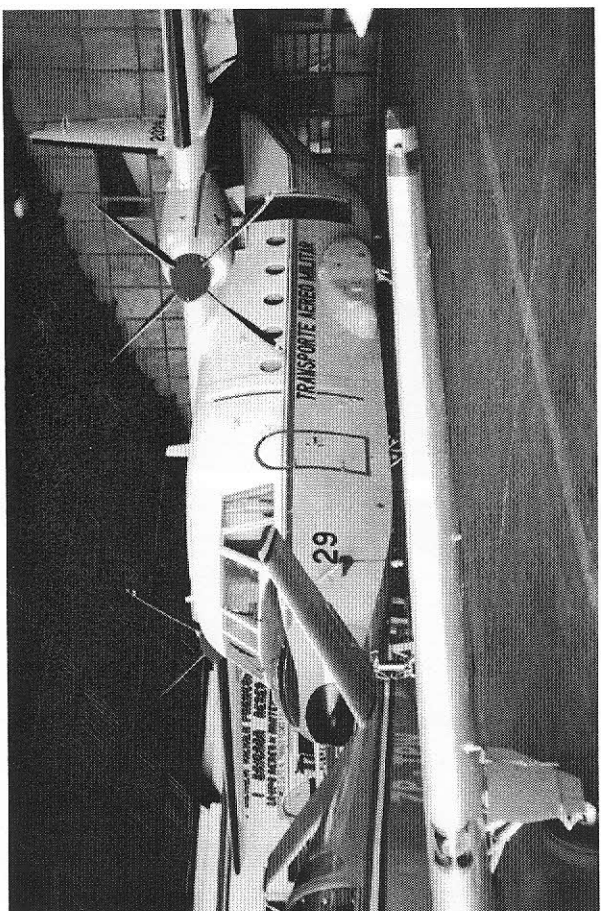
"I recently sent the following letter to the editor of *Aviation News*: While rereading an old booklet *Color Schemes of Japanese Aircraft in World War II* by D.N. Flanagan and Oichi Yasui (Osaka, 1954) I noticed a 'satellite' Thai Air Force marking that was depicted as the red hinomaru with white outline on which was superimposed a stylized front view of a Thai elephant. I've seen no other reference to this marking. There were some 'loyal' Thai aircraft used against Japanese targets from hidden aerodromes, but very little has been published about this. Can anyone provide some account of local air activities in Thailand 1941-1945?"

Denys Voaden (SAFCH #1483) USA.

[Ed: Can any SAFO reader help SAFO beat *Aviation News* on the punch on this?]



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July 2009



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